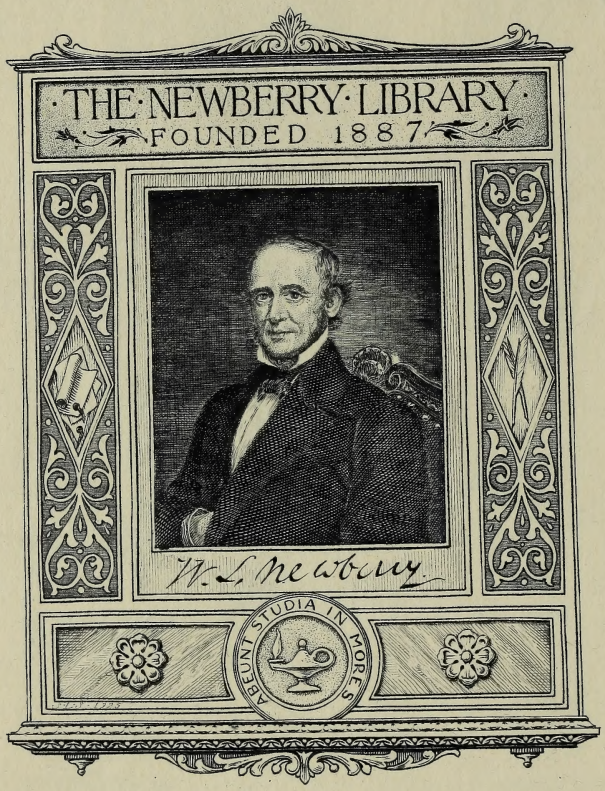
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PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Oct. 22, 1906 — Apr. 1, 1907

Regular Meeting, Monday, October 22, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, October 24, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Hunter.

Absent—Ald. Martin and Race.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, October 15, 1906, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the week ending October 20, 1906, together with the cause of each release:

Wm. Turner, released for Ald. Considine.

Geo. Waterman, released for Capt. M. P. Evans.

Albert Lapham, released for father.

Lambert Schimness, released for Ald. Fick.

Thos. Scully, released for M. Scully.

John Short, released for Ald. Dailey.

Henry Suver, released for A. M. Lynch.

Ambrozy Cosken, released for Ald. Richert.

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Robert H. Ford, released for wife.
Jas. O'Mara, released for Ed. Ryan.
Jerry Manning, released for wife.
Ike Allison, released for Jim Miller.
Jack Thorn, released for Henry O'Hara.
Frank Morrow, released for Ald. Coughlin.
Dennis Dwyer, released for wife.
Simon Matuszek, released for wife.
Al. Myron, released for Geo. Fleming.
Thos. Jackson, released for Ald. Kenna.
J. H. Bock, released for wife.
Herman Wachs, released for Mrs. Jenner.
Geo. Smith, released for W. F. Moran.
Edward Healy, released for Wm. Gleeson.
Chas. Venard, released for Mr. Hart.
Wm. Ashton, released for Ald. Kohout.
Herman Burnquist, released for Wm. F. Quinlan on payment of $10.00.
Jack Flager, released for Ald. Bowler.
G. H. Baude, released for Ald. Bowler. on payment of $10.00.
Thos. Kelly, released for mother, on payment of $10.00.

Which was ordered published and placed on file.

ALSO,

A communication transmitting a communication from the Commissioner of Health urging certain objections to the proposed passage of a certain ordinance amending Section 421 of the Revised Code of 1905.

Ald. Foreman moved to defer consideration thereon until the ordinance in question was taken up.

The motion prevailed.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last regular meeting of the Council:

Acceptance and bond, Henry A. du Pont, switch track ordinance of October 8, 1906.

Acceptance, Chicago, Lake Shore & Eastern Ry. Co., track elevation ordinance of June 25, 1906.

Acceptance, Chicago, Rock Island & Pacific Ry. Co., track elevation ordinance of June 25, 1906.

Which was placed on file.

The Commissioner of Public Works presented the following communication, which was placed on file:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, October 18, 1906.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—Referring to the order of your Honorable Body that the Commissioner of Public Works remove the freight house of the Pennsylvania Company from off the city property at Kinzie and Halsted streets, I beg to report:

I caused a notice to be served on said company to remove said house, and said company failing to comply the city forces proceeded to remove the house when an injunction was secured against the city from further interfering with said house. As this injunction is only temporary I have asked the Corporation Counsel to proceed in court to have the same dissolved without delay so that I may carry out the order of your Honorable Body.

Very respectfully,
WM. L. O'CONNELL,
Commissioner of Public Works.

ALSO,

A communication and ordinance concerning bonds of contractors on public work, which were

Referred to the Committee on Finance.

ALSO,

The following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO October 22, 1906,

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In Wabash avenue, from 410 feet north of 107th street northward 162 feet. Size, 8 inches. Probables cost, including hydrants and basins, $243.00. Pays 10 cents.

In Michigan avenue, from 119th street to 119th place. Size, 8 inches. Probable cost, including hydrants and basins, $399.00. Pays 10 cents.

In Cortland street, from Kimbell avenue eastward 170 feet. Size, 8 inches. Probable cost, including hydrants and basins, $255.00. Pays 10 cents.

In Robey street, from 70th place northward 60 feet. Size, 8 inches. Probable cost, including hydrants and basins, $90.00. Pays 10 cents.

In Drake avenue, from 572 feet south of Elston avenue southward 60 feet. Size, 8 inches. Probable cost, including hydrants and basins, $90.00. Pays 12 cents.

Ald. Hunter moved to concur in the recommendation and pass the order therewith.

The motion prevailed and the order as recommended was thereby passed.

The Commissioner of Buildings presented a communication protesting against the proposed passage of a certain ordinance amending the Revised Code of 1905 so as to permit the erection of department store buildings with a smaller number of stairways than heretofore.

Ald. Foreman moved to defer consideration thereon until the ordinance in question was taken up.

The motion prevailed.

The City Sealer presented a communication showing the work done by his department during the month of September, 1906, and requesting authority for the appointment of five additional inspectors of weights and measures; which was

Referred to the Committee on Finance.

The City Collector presented a report containing a list of "bar permits" issued under the ordinance of June 11, 1906, since the last regular meeting of the Council,

Which was placed on file.

ALSO,

The following communication and report, which were ordered published and placed on file:

October 22, 1906.

To the Honorable Edward F. Dunne, Mayor, and the Honorable City Council.

GENTLEMEN—In accordance with an order presented to your Honorable Body by Ald. Harkin, published on page 1168 of the Council Proceedings of July 9, 1906, of which the following is a copy:

"*Ordered,* That the City Comptroller be and he is hereby directed to prepare two original lists of all dram shop licenses in force in the City of Chicago at the close of the day, July 31, 1906. Such lists shall be duly certified by him to be correct, and one of said lists shall be reported to this body at its meeting next following said date and be published in the Council Proceedings. The other shall, on or before that time, be filed in the office of the Collector as a public record. Such lists shall contain the names of all dram shop licenses in alphabetical order, the number of each license, the place where the dram shop is authorized to be conducted in the words and figures of the license as issued, and the ward in which the dram shop is authorized to be located."

The above has been complied with, and I hereby certify that the attached report is a correct copy of saloon licenses issued and in operation on July 31, 1906, as per order of the City Council. A copy of saloon licenses, as per order of July 9, 1906, is on file for record in the office of the City Collector.

Respectfully submitted,

JOHN E. TRAEGER,
City Collector.

RECORD OF SALOON LICENSES UNDER LIMITATION ORDINANCE.

In Effect July 31, 1906.

Name.	Address.	License No.	Ward.
Abbott, Ben	898 N. California avenue	A-464	28
Abbott, Ben	625 W. Chicago avenue	953	14
Abel, Louis	268 E. Madison street	1855	1
Abel, S.	698 S. Halsted street	5907	9
Abel, Wm	1632 N. Ashland avenue	879	24
Abelson, A. T. and L.	1752 Milwaukee avenue	3836	28
Abraham, Alex	3115 Archer avenue	223	5
Abraham, Hubert	38 Fox place	5461	16
Abrahams, Morris	451 S. Halsted street	1664	19
Abromowicz, John	8400 Mackinaw avenue	946	8
Abson, Wm	16 Custom House place	1877	1
Abt, R. J. and Pagers, H. J.	745 W. Chicago avenue	1560	14
Accettura, N	105 Ewing street	5172	19
Acker, M	474 W. 22d street	3218	1
Adamzyk, P	3352 Morgan street	A-440	5
Adams, F. R	39 Milwaukee avenue	1050	18
Ade, I. L	275 Wells street	3108	22
Adelson, Jacob	465 Marshfield avenue	5322	20
Adler, F. M	182 E. 22d street	4288	1
Adler, J	320 S. Clark street	1384	1
Adler, Paul T	1038 Leavitt street	5391	12
Aglinski, J	594 Canal street	3158	9
A'Hearn, J. J	3558 Parnell avenue	6046	5
Ahern, Jas. J	10063 Avenue N	6020	8
Ahern, M	3300 Ashland avenue	3140	5
Ahern, Owen	257 92d street	4137	8
Ahern, Patrick	717 W. 22d street	180	11
Ahrens, Emil	3801 Honore street	1708	5
Aiello, P	1073 Grand avenue	2813	14
Aikens, B. E. and Flowers, W. B	2634 State street	3837	2
Akeson, Peter	1819 N. Clark street	A-581	25
Albeiz, Al	4024 Butler street	3252	30
Albert, Adolph	2647 Elston avenue	1797	27
Albert, Chas	1346 W. Polk street	A-850	13
Albert, Chas	129 Milwaukee avenue	126	17
Albin, E. W	974 75th street	3417	33
Albrecht, M	9287 Anthony avenue	3185	8
Albrecht, Aug	2932 Grand avenue	4226	27
Albright, G	139 E. Division street	4024	22
Alder, E	552 Grand avenue	5396	14
Aldrin, Jno. and Berquist, M	3109 Wentworth avenue	3659	2
Alessi, A. and J	51 Alexander street	5377	4
Alexander, R. H	13611 Howard avenue	1860	8
Alfano, P	116 Vernon Park place	5884	19
Alitisz, Alfred	194 E. Lake street	A-64	1
Allen, Mrs. Julia	265 Grand avenue	6029	17
Allen, M. and Hannon, J	4459 S. Halsted street	3523	30
Allen, Math	729 Fulton street	A-735	14

Name.	Address.	License No.	Ward.
Allen, Mrs. N	4309 Halsted street	1523	30
Allen, W	4137 S. Halsted street	1485	30
Allegretti, L	174 Grand avenue	3331	17
Allie, S. A	4200 Ashland avenue	225	29
Allman, D	191 95th street	4949	8
Allman, J. J	8957 Buffalo avenue	1901	8
Allman, P. B	8538 Green Bay avenue	1155	8
Allmendinger, Jno. A	304 Rush street	3472	21
Allott, H. E	1928 State street	5268	1
Almeroth, Peter	1197 W. 12th street	3279	20
Alting, R	4263 Milwaukee avenue	2291	27
Altmaier, F. C	517 Milwaukee avenue	1654	17
Altman, Paul	1047 N. Oakley avenue	4404	28
Altmann, John	1721 N. Leavitt street	3287	26
Altorfer, C	70 Willow street	824	23
Alvord, Alex	801 Herndon avenue	3551	26
Ambos, Aug	62 Maud avenue	869	24
Ambrosi, Nic	252 W. Van Buren street	1957	19
Ambrosio, John	389 LaSalle street	3170	1
Amelia, Jos. and Giglio, A	227½ Plymouth place	2228	1
American Buffet Co., Inc., L. Kolovahor, Mgr.	2366 115th st.	A-210	33
American Restaurant Co., The	160 State street	649	1
Anderson, A. A	1201 N. Western avenue	2984	28
Anderson, A. J	16 S. Clark street	408	1
Anderson, Alf	5126 Wentworth avenue	3448	30
Anderson, Mrs. C	1970 N. Clark street	162	25
Anderson, C. A	3653 N. Clark street	3502	26
Anderson, Chas	318 Orleans street	A-459	22
Anderson, Chas. L	13557 Howard avenue	507	8
Anderson, Con	163 Chicago avenue	5070	22
Anderson, Ed	813 W. 22d street	5629	11
Anderson, Fred	1335 Belmont avenue	2118	25
Anderson, Fred	187 Sedgwick street	1288	22
Anderson, Gus	9172 Harbor avenue	2661	8
Anderson, H	404 31st street	3489	2
Anderson, Hans	102 W. Huron street	1674	17
Anderson, Jens, and Peterson, Peter	43 W. Huron street	A-40	17
Anderson, Jno. A., and Lavin, O	5487 Lake avenue	5812	7
Anderson, Math	11 Milton avenue	2182	22
Anderson, L. and E	10031 Ewing avenue	2383	8
Anderson, L. P	9317 Commercial avenue	1732	8
Anderson, Mose	2500 State street	4855	2
Anderson, Oscar	143 Sedgwick street	692	22
Anderson, P	983 Sheffield avenue	6152	25
Anderson, S. M	5943 Centre avenue	6223	31
Anderson, Swan	1631 N. Clark street	3035	25
Anderson Victor	877 Racine avenue	866	26
Anderson, Walter	757 Wells street	1365	23
Anderson, Wm	1432 Milwaukee avenue	383	28
Anbach, Al	1890 N. Halsted street	3101	25

Name.	Address.	License No.	Ward.
Andel, Vac	583 W. 18th street	720	10
Andel, Vaclav	831 Blue Island avenue	111	11
Anderle, Thos	1335 S. 40th court	772	34
Andreotti, S	1125 W. Harrison street	2845	20
Andruskiewicz, B	24 Fay street	1488	17
Angarola, R. and Larocco, M	202 N. Sangamon street	1701	17
Angelica, E. D	294 E. 31st street	4802	2
Angelica, G. D	98 E. 31st street	6235	2
Angelica, N. D	520 Wabash avenue	4726	1
Angelica, N. D	293 E. 31st street	3009	2
Angelica, R. D	112 E. 29th street	6335	2
Angsten, John	6400 Halsted street	3852	32
Angsten, Wm	1955 N. Halsted street	4281	25
Anhalt, John	668 Wrightwood avenue	6274	24
Annen, Mat	220 Orchard street	6130	23
Anstett, M	1927 W. 22d street	3661	34
Antczak, S	2729 Hillock avenue	5032	4
Anticevitch, Tony	3294 Grand avenue	1306	27
Antkowski, Karel	4501 Ashland avenue	A-841	29
Antkowski, V. H	8528 Green Bay avenue	5218	8
Antkowski, V. H	85 Cornell street	A-540	17
Antkowski, V. H	112 N. 48th avenue	4745	35
Antonides, Frank	824 W. 19th street	710	11
Anyzewski, Leon	1494 N. Western avenue	3231	28
Apfel, Ed	1474 W. Fullerton avenue	252	27
Arado, D	1628 W. Harrison street	2381	13
Arado, Frank	48 W. Madison street	6224	18
Arado, Frank	691 W. North avenue	221	28
Arado, G. F	423 State street	4068	1
Arado, Jas	2501 W. Lake street	2138	35
Arado, Joe	564 Halsted street	1646	9
Arado, John	32 N. Ashland avenue	940	18
Arado, L. and Gazzolo, B	334 W. Madison street	5938	18
Arado, Sam	580 W. Lake street	1833	14
Arado, Thos	2502 W. Lake street	402	35
Arado, Tony	754 Armitage avenue	2637	28
Arata, Louis	3221 Cottage Grove avenue	3801	2
Arck, Aug	300 Avondale avenue	2574	27
Arenberg, R	2395 Milwaukee avenue	4174	27
Ariola, P	105 W. Polk street	5874	19
Arndt, Carl	860 N. Kedzie avenue	A-415	28
Arndt, Jul	176 N. Humboldt street	384	15
Arnstaedt, Alf. O	1 Roscoe boulevard	6099	26
Arntzen, S	567 W. Addison street	A-653	27
Aronson, John	8911 Commercial avenue	499	8
Aronson, Morris	4500 Dearborn street	A-616	30
Arp, H. W	1230 Milwaukee avenue	3019	15
Arrighi, Peter	1333 W. Van Buren street	6302	13
Arrighi, F and Adami, A	205 Grand avenue	5354	17
Arrigo, A	137 W. Polk street	4431	19

Name.	Address.	License No.	Ward.
Art, And	582 Castello avenue	3378	27
Arivio, M	2442 Kensington avenue	A-358	33
Arzanski, Frank	8756 Houston avenue	3780	8
Arzt, Jos	395 Washburn avenue	A-305	11
Ascher, M	819 N. Clark street	1582	23
Aschermann, E. B	1618 N. Sacramento avenue	A-843	27
Ascherman, M	892 N. Kedzie avenue	1214	28
Aschermann, M	128 5th avenue	3004	1
Ascherman, M	894 N. California avenue	6151	28
Ash, J. and G	336 W. 12th street	2835	9
Atkins, C. J. and Freund, L. P. (Inc.),	4807 S. Ashland ave.	3696	29
Austin, A. E	282 Wabash avenue	1587	1
Austin, Wm. and Weghorn, F	491 W. Van Buren street	1299	20
Auer, Andy	392 W. Harrison street	2088	19
Auer, A. C	384 Ogden avenue	176	20
Aumann, B	119 W. 22d street	639	9
Aumann, Hy	173 E. Washington street	3643	1
Autenrieth, Chas	1217 W. 63d street	1248	32
Auw, John	281 Rush street	871	21
Ayers, F. L	50 Wells street	665	21
Aylward, Mrs. Kate	284 S. Morgan street	5450	19
Aylward, Thos	1259 W. 47th street	A-174	29
Aylward, Thos., Jr	4758 Centre avenue	2760	29
Azukas, L	3301 Auburn avenue	3026	5
Babicz, Mike	255 W. Huron street	A-380	17
Babka, Frank	1950 S. 40th avenue	4096	34
Babor, Vac	1409 W. 22d street	4010	12
Baca, A	449 S. Desplaines street	5946	19
Bacci, Louis	1271 W. Van Buren street	4271	13
Bacci, Jos	691 W. Van Buren street	2090	20
Bacci, D and U	10 E. Polk street	2746	1
Bach, Al	403 Racine avenue	1358	24
Bach, G	520 S. 48th avenue	4387	35
Bachman, Geo	216½ Fulton street	1189	18
Bachmann, Geo	921 S. Halsted street	1190	9
Bachmann, C. O	695 N. Rockwell street	3823	15
Bachrach, Alex	384 Grand avenue	558	17
Backman, J. W	5118 Wentworth avenue	3127	30
Badorf, A	2358 Wentworth avenue	66	4
Badovinac, Peter	581 Throop street	2899	10
Badura, Frank	41 W. Blackhawk street	2240	16
Baetzel, Henry	2083 W. 12th street	4751	13
Bahlan, Louis	564 Wabash avenue	4223	1
Baier, A. F	606 Sedgwick street	873	23
Baier, D. D	456 Larrabee street	1078	23
Bainor, Frank	483 Canal street	4898	19
Bain, Jas	5857 State street	4154	7
Baker, Albin	869 W. 20th street	6383	11
Baker, Fred H	448 Grand avenue	806	17
Baker, Henry	370 31st street	A-138	2

Name.	Address.	License No.	Ward.
Baker, J. and Gradzins, I	2114 Wabash avenue	4460	1
Baker, John	678 Grand avenue	5423	14
Baker, Thos. H	5500 Lake avenue	2584	7
Baker, Wm	6400 State street	2522	32
Bakos, S	4757 Throop street	2802	29
Balarin, Peter	9001 Ontario avenue	2406	8
Balasco, R	104 Polk street	3032	1
Balazovic, Fredrich	1 Luther street	5777	12
Balazs, Jos	9348 Cottage Grove avenue	4013	33
Balcer, John F	846 W. 17th street	1927	11
Baldi, G	273 W. Madison street	4054	18
Baldus, Henry	1709 W. Ohio street	2143	35
Baldwin, Jas. and DeBrown, Jac	4501 Halsted street	2939	30
Balek, John	14 W. 17th place	4871	9
Balmes, Gertrude	576 Southport avenue	1208	24
Balz, Chas	963 Washtenaw avenue	3716	28
Bambury, R	531 W. Ohio street	5356	14
Bamesberger, H	111 Ohio street	1551	22
Bandell, Mrs. H. E	677 W. Lake street	3364	14
Bandholtz, J	119 N. Green street	A-177	17
Banedt, Chas. and Koch, H	5855 Halsted street	3978	31
Banedt, E	279 Webster avenue	386	24
Banewicz, M	4500 Paulina street	3275	29
Bankhardt, Geo. V	279 Diversey avenue	4836	27
Bankmann, Ad	254 Dayton street	3464	23
Bankus John	8428 Vincennes road	1198	32
Banne, Herman	1 Milwaukee avenue	37	18
Barrett, Pat	4216 Wallace street	570	30
Barry, J. A. and Jenewein, E. T	24 Randolph street	6	1
Barry, Jeremiah	915 47th street	A-139	30
Barry, William	6635 S. Halsted street	A-29	32
Barna, John	9361 Cottage Grove avenue	3438	33
Barnes, Chas. E	505 S. Canal street	2238	9
Barnes, J. J	3758 Butler street	3202	3
Barnett, Ben	94 E. Jackson boulevard	3896	1
Barnett, John	984 N. Halsted street	1794	24
Barnias, W	929 W. 18th place	A-217	11
Barabasz, John	253 W. Webster avenue	5049	28
Baran, D	157 N. Centre avenue	1875	17
Baranov, Leo	225 W. Randolph street	4747	18
Baravitz, Jos	716 Canal street	4998	9
Barborka, Jos	2160 W. 16th street	5784	34
Barbour, Wm. T	276 S. Clark street	2598	1
Barden, John P	2356 Canal street	5341	4
Bardin, Robt. and Sol	439 State street	A-61	1
Bardin, Sol. and Robt	349 S. State street	3629	1
Barerra, F. and Balasco, R	207 W. Taylor street	A-845	19
Barling, M	1109 W. Lake street	4362	14
Barron, Jno. J	1735 State street	A-261	1
Barta, K	647 W. 18th street	559	11

Name.	Address.	License No.	Ward.
Bartelt, F. and Raap, A	714 W. North avenue	549	15
Bartholomew, F. A	1257 W. 18th street	4231	12
Bartkowiak, Thos	4405 Wood street	4498	29
Bartkoviak, W	1002 N. Hoyne avenue	2797	28
Bartkus, P. J. and Ywanow, T. A	4501 S. Paulina street	233	29
Bartkus, P. and Ywanow, T	4600 S. Ashland avenue	1416	29
Bartling, Hy	371 Wells street	1402	22
Bartoli, Peter	6109 State street	A-422	7
Barton, Vac	1400 S. 41st avenue	5922	34
Bartolomasi, U	240 N. Clark street	1763	21
Bartos, Sam	357 Cornell street	3023	17
Bartusch, Mrs. H	301 W. 25th street	5613	12
Bartusek, Frank	363 W. 26th street	4524	12
Bartusiak, Joseph	856 Carroll avenue	A-78	14
Barz, Al	878 W. 21st street	1934	11
Basch, B	333 E. North avenue	5490	23
Basile, Antoni	137 Ewing street	3431	19
Basile, Jos	142 Custom House place	A-564	1
Bassi, A. and Cella, Jos	823 W. Madison street	3670	20
Bassi, J. and G	417 W. Madison street	938	18
Bassi, Paul	115 W. Madison street	913	18
Bassi, V. and L	1452 W. Van Buren street	5944	13
Bassi, V. and L	1903 Milwaukee avenue	3329	28
Basso, Dom	2408 Kensington avenue	5025	33
Basta, P	123 N. Peoria street	6085	17
Bastean, A	2024 38th street	A-50	5
Bastian, L	7200 Green street	3207	32
Bastian, Mrs. P	114 Clybourn avenue	2570	22
Batastini, A. F	90 E. Harrison street	2956	1
Bateman, P	110 E. 39th street	1397	3
Bates, John	507 California avenue	2548	13
Bauer, Adam	773 Clybourn avenue	4189	24
Bauer, Mrs. Chr	3848 Centre avenue	2594	5
Bauer, Geo. C	1801 State street	3820	1
Bauer, John	184 Sherman street	5381	1
Bauer, Jos	897 W. Whipple street	1338	28
Bauerle, W. J	503 W. North avenue	4337	28
Bauler, Mat	298 E. North avenue	98	22
Baumann, Aug	3830 Honore street	2553	5
Baumann, Rud	1018 N. Albany avenue	3166	28
Baumann, Chas. P	660 Wells street	5811	23
Baumel, Edw	4956 Loomis street	3962	29
Baumel, H	718 Clybourn avenue	750	24
Baumel, Jos	986 Clybourn avenue	5485	24
Baumgarten, Chas	661 N. Western avenue	4876	15
Baumgarth, Otto	820 Armitage avenue	A-561	28
Bauml, M	846 S. Ashland avenue	4622	11
Baumruck, John	1108 Kedzie avenue	A-707	12
Bawman, Gus	6625 Halsted street	4612	32
Bayer, Felix E	265 Franklin street	382	1

Name.	Address.	License No.	Ward.
Bayer, Nicholas	731 Fulton street	1112	14
Baynes, N	275 Orleans street	6203	22
Bealek, Ben	4301 Wood street	A-713	29
Bealek, Ben	133 Canal street	2410	18
Bebak, Anton	128 Lister avenue	A-346	16
Becherer, Math	93 Washington street	5319	1
Beck, C. E. and Kernolt, J. E	17 Quincy street	1185	1
Beck, Chas	1683 Elston avenue	5081	27
Beck, Nic	5264 State street	661	30
Beck, Wm	618 Diversey boulevard	4229	24
Becker, A. R. and Cotter, Jno. F	4382 N. Clark street	2770	25
Becker, Ernst	551 Clybourn avenue	4142	24
Becker, Henry	98 Orchard street	3430	23
Becker, Herman	142 E. North avenue	A-620	22
Becker, Jos	3077 N. Western avenue	A-608	27
Becker, Jos	1250 Lincoln avenue	1671	26
Becker, Peter	186 Cleveland avenue	3426	22
Becker, Ryan & Co., Inc	6245 Halsted street	5073	31
Beecher, A	9178 Harbor avenue	4150	8
Beehan, W. H	575 N. Western avenue	3619	15
Been, J. W. and J. J	116 Quincy street	2715	1
Beerbaum, John	263 Rush street	4182	21
Beerman, D	6104 S. Halsted street	2319	31
Behrend, Jos	285 Augusta street	3702	14
Behrendt, Sig	129 W. Jackson street	1806	18
Behrens, Theo. R	722 W. 12th street	2868	11
Beierlotzer, John F	239 N. Kedzie avenue	1307	14
Beilman, H. J	1147 N. Western avenue	5719	28
Bein, Ad	266 E. Division street	819	22
Bein, Herman	628 Grand avenue	3368	14
Beiriger, E. C	3901 Armour avenue	A-227	30
Boitzel, Theresia	2191 N. Paulina street	2892	26
Bekelja, John L	8958 Green Bay avenue	A-575	8
Belan, P. and Bozik, Geo	55 W. 21st street	6059	9
Belice, Jos	1780 W. 69th street	A-932	31
Belinski, S	1199 Blue Island avenue	2110	12
Bell, H	159 W. Erie street	A-797	17
Bell, Harry	249 Grand avenue	A-504	17
Bell, Harry	2119 W. Taylor street	A-457	34
Bell, Peter	805 S. Loomis street	A-59	10
Beller, Fred A	27 N. Clark street (hall)	A-626	21
Bellon, John	24 Ruble street	2864	9
Belohlavek, E. J	934 W. 12th street boulevard	A-865	11
Belzowski, Peter	325 W. 23d place	3633	12
Bemka, F	34 Bauwans street	A-247	16
Benbanowski, L	73 W. Division street	483	17
Benda, V. J	962 W. 18th street	1705	11
Bender, Gus T	22 N. Clark street	6227	21
Benedict, Bern	55 Grand avenue	5650	17
Benes, Frank	365 W. 26th street	5958	12

Name.	Address.	License No.	Ward.
Benes, M	336 26th street	2592	4
Benjamin, Chas	1256 Belmont avenue	4349	25
Benjamin, Wm	1807 State street	1513	1
Bennane, Steve	99 S. Halsted street	6362	18
Bennett, John	514 S. Morgan street	6352	10
Bennett, Mrs. M	9501 Ewing avenue	4719	8
Bennett, John	333 LaSalle street	5369	1
Bensinger, E. H	575 N. Clark street	4917	21
Bensinger, L. A	120 E. Monroe street	3178	1
Benson, N. H	153 W. Madison street	5149	18
Benson, Thos	263 Western avenue	2145	14
Benson, Wm. A	907 N. California avenue	1899	28
Benson, Wm. E	886 Austin avenue	2613	14
Benter, F	682 N. Ashland avenue	3912	16
Benvenuti, C	4950 State street	5023	30
Benz, A. A	73 Dearborn avenue	4302	21
Benz, Hy	208 Clybourn avenue	1639	22
Benzing, Max	475 Lincoln avenue	5021	25
Benzinger, Wm. C	1025 W. 31st street	112	5
Benzo, Ed. and Wm	550 Armitage avenue	1201	28
Benzo, Otto	724 Elston avenue	4208	16
Beonda, Pio	11566 Front street	5806	33
Beranek, Jas	5258 Lincoln street	A-338	29
Berardi, F	193 Forquer street	6187	19
Berdel, Jos	2217 Cottage Grove avenue	4053	2
Berg, Chas. F	5958 Halsted street	A-487	31
Berg, Chas. and Peterson, P	43 River street	4709	1
Berg, Gus	150 La Salle street	3689	1
Berg, Peter	2551 Lincoln avenue	514	27
Berger, Chas	314 Wells street	2173	21
Bergeson, Gus	11956 Halsted street	3463	33
Berghoff Co., Inc., H. J. Berghoff	198 W. Randolph street	2530	18
Berghoff, Co., H. J. Berghoff	202 State street	2529	1
Berghoff Co., Inc., H. J. Berghoff	135 Clark street	2528	1
Bergland, T	981 W. Division street	5842	15
Bergsten, S and Swanson, John	69 E. Chicago avenue	5328	22
Berkes, Gus. A	345 E. Fullerton avenue	3880	24
Berklund, Theo	61 E. Chicago avenue	3372	22
Berkson, I. E	6300 S. Park avenue	322	7
Berlage, E. J	125 Van Buren street	34	1
Berlin, Sam	182 S. Halsted street	635	18
Bermes, Peter	320 Cleveland avenue	2202	23
Bernard, Jos	620 Blue Island avenue	2905	10
Bernasek, Frank	4635 S. Wood street	2035	29
Bernasek, Anton	836 Allport street	1536	10
Bernatz, John	735 W. Taylor street	626	20
Bernero, B. and Bono, C	178 Wells street	128	21
Bernero, John	249 S. Western avenue	328	13
Berni, Chr	305 Ogden avenue	6282	20
Bernick, F. and Boggs, R. C	9002 The Strand	5263	8

Name.	Address.	License No.	Ward.
Bernstein, M	388 W. Harrison street	2641	19
Bernstein, Jos	165 S. Halsted street	3654	18
Bertini, P. and Betti, P	66 N. Franklin street	3370	22
Bertram, Al	94 Dearborn avenue	6279	21
Bertsch, J. L	125 W. Van Buren street	5306	18
Berzinski, Peter	354 Fulton street	3428	18
Berzinski, J	656 N. Ashland avenue	266	16
Best, J	1612 State street	5605	1
Bettendorf, Anton	462 N. Clark street	4887	21
Betzler, C. A	134 E. Jackson street	1290	1
Betzonick, Erik	116 Eugenie street	A-544	23
Beutler, Aug	3234 S. Centre avenue	1825	5
Bewersdorf, F. W	964 S. Western avenue	4704	12
Beyerlein, Hy	8458 Halsted street	2078	32
Biagi, Antonio	6025 S. State street	1403	7
Biagi, E. and Biagitti, L	1370 W. Madison street	3649	13
Biagi, John	1804 W. Harrison street	3850	13
Bialk, Erick B	1905 Elston avenue	6276	27
Bichowski, Aug	1102 Clybourn avenue	1557	24
Bicknell, O. G	1671 N. Clark street	1280	25
Biedermann, Chas	1026 W. 12th street	1335	12
Biederstadt, Wm	106 Mohawk street	4912	22
Biegas, Ferd	472 W. 15th street	5286	10
Biehl, Henry	6308 Cottage Grove avenue	5280	7
Bielawski, Jos	8749 Escanaba avenue	5215	8
Bienbeck, Mich	64th and Cortland street	A-493	27
Biendl, Henry	71 E. Fullerton avenue	4209	24
Bierer, A	1971 36th street	2908	5
Bierndt, Fred T	479 N. California avenue	4502	15
Bierzynski, A. J	4600 S. Paulina street	596	29
Bieschke, Jac	4715 Paulina street	1683	29
Biewer, Aug	4360 N. Clark street	3737	25
Biewer, Aug	3345 N. Clark street	235	26
Biggini, A	1168 W. Chicago avenue	401	15
Biggini, A	781 W. Madison street	400	20
Biggins, Thos	458 Wolfram street	3842	24
Biggio, F. and J	744 W. Polk street	5817	20
Biggio, John A	18 Wells street	5622	21
Biggio, T. and F. S	6 Canal street	3226	18
Bilshausen, H	292 Sedgwick street	4540	22
Binkley, M. K	3636 Cottage Grove avenue	1909	3
Binkowski, John	13300 Erie avenue	50	8
Bindig, Henry	46 Michigan avenue	2993	1
Bionda, Tony	2109 Clark street	3929	1
Birmingham, Jos	203 E. Kinzie street	A-306	21
Birns, Louis	1839 Milwaukee avenue	78	28
Birns, Herm	2439 Milwaukee avenue	1795	27
Birong, J. C	642 Diversey boulevard	4187	24
Birr, Theo	141 E. Fullerton avenue	3432	24
Bishop, Sam	1566 Clybourn avenue	881	24

Name.	Address.	License No.	Ward.
Bismarck Hotel Co	180 E. Randolph street	213	1
Bismarck Garden Co	Grace and Halsted streets	214	25
Bissa, Jos. E	912 N. Wood street	4777	16
Bittin, Anton	649 Union street	4242	9
Bittke, A	915 N. Hoyne avenue	3319	28
Bittke, F	29 Thomas street	2141	15
Bittorf, Con	1168 W. 12th street	6129	12
Bjork, Gus	10028 Ewing avenue	5899	8
Black, T. F	1525 N. Clark street	3074	25
Blackwell, John	441 W. 12th street	1967	19
Bladorn, Aug	1909 W. Chicago avenue	3816	35
Blaha, Frank	643 W. 18th place	A-285	11
Blake, O. B	326 39th street	572	3
Blanke, Fred	S. E. cor. 16th and Union streets	A-578	9
Blase, Geo	3593 Milwaukee avenue	4881	27
Blazek, Ad	719 Allport street	A-429	10
Bleznicki, John	1024 N. Hoyne avenue	4945	28
Blickhahn, Geo	316 S. Jefferson street	3947	19
Bloschinger, John	1633 W. 47th street	A-535	29
Bloise, L. and Abbott, F	389 Halsted street	6263	19
Block, A	195 W. Lake street	1213	18
Bloechel, Otto	1002 Lincoln avenue	644	24
Blommaert, Ed	552 W. 14th street	622	10
Bloom, Hans	63 N. Centre avenue	4218	17
Bloom, M	621 W. Madison street	791	20
Blubla, I	4506 Laflin street	2390	29
Bluge, Adam	3235 S. Centre avenue	A-384	5
Blum, Abraham	4371 Milwaukee avenue	125	27
Blum, John	6100 Halsted street	3865	31
Blumenshein, Louisa	1100 W. 51st street	2079	29
Bordman, John	6900 Throop street	5819	32
Bobel, Adam	4500 State street	3630	30
Bobinsky, Harry	543 Canal street	6043	9
Bobinsky, I	542 Jefferson street	6110	9
Bobinsky, Jacob	462 Union street	4381	9
Bobrowski, S. and Dabkiewicz, V	761 Noble street	4864	16
Bobzin, Fred W	1392 Ogden avenue	2831	12
Bochnak, Al	4306 Ashland avenue	4630	29
Bock, A. A	45 Sloan street	689	16
Bock, Chas	867 N. Clark street	3307	23
Bockmann, F. and H	468 Halsted street	4658	9
Bodendorf, R	4115 S. Ashland avenue	2232	29
Bodevin, Nic	10350 Avenue M	3097	8
Bodinet, Al	1863 Elston avenue	2565	27
Boeckler, A	1590 Armitage avenue	786	27
Boedecker, H. W	250 Randolph street	4547	1
Boehm, Jos	360 S. Clark street	2708	1
Boehm, Mrs. Otto	5859 Ashland avenue	2769	31
Boeglin, Peter	424 E. North avenue	A-377	21
Boener, R. E	447 W. Taylor street	5927	19

Name.	Address.	License No.	Ward.
Boerner, H. W. and Haederlein, Jno	311 Michigan street	A-390	21
Boetter, Wm. H	5324 State street	A-956	30
Boettiger, L	754 W. Madison street	1095	20
Bogdan, J	4514 S. Paulina street	3046	29
Bogda, P	715 W. 13th street	1662	11
Bogers, John	116 Hastings street	5310	10
Boggan, Thos	290 Fulton street	6313	18
Boggiano, Louis	480 W. Lake street	996	18
Bogus, Mich	82 W. Taylor street	5768	19
Bohac, Al	396 Hastings street	A-643	11
Bohadlo, Anton	23 Fisk street	5767	10
Bohan, John W	4701 Ashland avenue	2776	29
Bohle, Phil	541 N. Western avenue	6174	15
Bohlken, John	95 N. Jefferson street	699	18
Bohn, Mrs. M	160 Gault court	1353	22
Bokr, Vac	2357 W. 47th street	4522	29
Boland, And	1303 W. 47th street	A-412	29
Boland, John	2357 44th court	A-712	34
Boland, T	1824 W. Indiana street	1964	35
Bolek, Jos. F	621 Blue Island avenue	3972	10
Bollard, Geo. L	13½ Adams street	3339	1
Bolles, Geo	3501 Wentworth avenue	3754	3
Bombis, John	2544 118th street	3620	33
Bonzzkowski, S. and Kozisk, Paul	55 Ontario street	A-688	22
Bondi, A	149 Milton avenue	3526	22
Bondreau, Nap	7015 Madison avenue	1484	7
Bonfitto, Tony	120 W. Taylor street	1362	19
Bonk, Andrew	374 N. Carpenter street	6139	17
Bonse, Francis M	13601 Indiana avenue	A-680	33
Booher, G. & McCord, I. D	4101 Emerald avenue	A-413	30
Boos, Geo., Jr	313 Fulton street	2339	18
Borchardt, C. and R	1907 W. Madison street	785	13
Borchardt, Ed	1082 Clybourn avenue	1161	24
Borcherdt, John	1323 Armitage avenue	696	27
Borecki, Jos	761 S. Ashland avenue	A-942	11
Borenstin, M	10 Rush street	2047	21
Borgn, Jos	84 14th place	A-430	9
Borgstedt, J. F	660 Loomis street	3711	10
Borkovec, V	1108 Whipple street	1534	12
Borkowski, Peter	690 W. 22d street	543	11
Born, John	211 92d street	4322	8
Borovicka, Vin	683 Morgan street	6257	10
Borrelli, S	6801 S. Wood street	4320	31
Borrmann, Aug	417 State street	A-868	1
Bosnak, M	4058 State street	2937	30
Bosaler, Harry A	11358 Schlitz avenue	A-640	33
Boston Store, Inc	118 State street	F-2	1
Bothman, F	119 Randolph street	4131	1
Botthof, P	1155 Roscoe boulevard	122	26
Boulevard Buffet Co., Geo. Wagner, Mgr.	11101 Michigan ave.	5834	33

Name.	Address.	License No.	Ward.
Bourke, Geo. H	91 Racine avenue	5116	24
Bourke, H. J	92 W. Chicago avenue	1047	15
Bowers, Mrs. Geo	4113 S. Ashland avenue	3492	29
Bowes, H. C	65 E. Erie street	A-729	22
Bowes, F. P. and Manning, J. E	321 State street	4796	1
Bowman, A. P	343 W. 39th street	397	30
Bowman, Eric	1158 59th street	5759	31
Bowman, L. C	1027 W. Van Buren street	2698	13
Boyd, John G	897 W. 12th street	4085	11
Boyce, Thos	725 Root street	5687	30
Boyle, Jos	6110 State street	A-550	31
Boyle, Pat	273 W. Van Buren street	2038	18
Boyle, P. and T	5400 Loomis street	6118	29
Boyle's Chop House, E. Riley, Prop	12 Quincy street	A-328	1
Boyschou, Chr	690 W. North avenue	A-700	28
Boyschou, C	1340 N. Western avenue	2210	28
Bozik, Sam	281 Cornell street	413	17
Brady, Bryon	10400 Muskegon avenue	3188	8
Brady, J. F	227 E. Division street	1267	22
Brady, J. T	64 E. Adams street	5190	1
Bradley, A. M	544 W. Madison street	A-674	20
Bradley, Chas	238 Kedzie avenue	5243	13
Bradley, Jas	99 W. Madison street	97	18
Brabec, Chas	1179 Wabansia avenue	4933	27
Bracken, F. P	2220 W. 59th street	2762	31
Bradbury, Geo. A	5518 State street	2255	31
Brand Bros. Co., Inc., H. Brand, Pres	776 Ashland avenue	5059	11
Brander, Harry	4859 Loomis street	A-676	29
Brandl, Mrs. U	231 N. Franklin street	4067	22
Brahmstadt, L	6401 S. Halsted street	2531	32
Braman, M	165 Division street	620	22
Brammann, H. J. Jr	535 W. Division street	2734	15
Brandes, M	3546 State street	898	3
Brandau, H	249 N. Clark street	1436	21
Brandon, Jno. H	195 S. Market street	295	1
Brandl, S. J	155 E. Randolph street	2113	1
Brandner, John	62 W. Randolph street	1740	18
Brann, Jos. F	5159 Laflin street	3244	29
Brannock, J. and K	272 N. Clark street	451	21
Brannock, J. and K	156 Wells street	4021	21
Brandsma, I	2606 111th street	2213	33
Branzanski, Adam	159 W. 14th place	6091	9
Brauer, F	1502 W. 45th street	A-114	29
Brauer, P	4109 S. Ashland avenue	A-814	29
Braun, W	1070 S. Albany avenue	A-801	12
Brauns, H. C	116 N. Kedzie avenue	960	14
Brazel, Jas	1311 W. 47th street	6132	29
Brazier, Sam	1639 N. Campbell avenue	3600	27
Brebach, Aug	3247 Wentworth avenue	2257	3
Brebach, H	3832 Ashland avenue	45	5

Name.	Address.	License No.	Ward.
Breen, M. J	6051 State street	5004	7
Brehovsky, V	52 W. 25th street	6060	11
Breier, A. J	2965 Lyman street	A-379	4
Breit, John	357 Larrabee street	5082	22
Breitenreiter, Chas	1076 S. Oakley avenue	1873	12
Brejcha, Frank	546 W. 25th place	5776	12
Brekke, T. and Larsen, Ed	205 N. Carpenter street	A-622	17
Bremer, C	293 W. Erie street	1637	17
Bremer, E. H	493 Canal street	A-828	19
Brennan, Mrs. A	5345 Aberdeen street	4538	29
Brennan, Chas	1343 N. California avenue	5213	28
Brennan, E. F	6310 Cottage Grove avenue	3841	7
Brennan, Frank	968 W. 12th street	5609	12
Brennan, J. M	759 43d street	4653	30
Brennan, Jas	75 W. Lake street	5145	18
Brennan, John	114 W. Madison street	6379	18
Brennan, Jno. F	4801 State street	107	6
Brennan, John J	155 E. Chicago avenue	3709	22
Brennan, L. G	143 N. Clark street	3999	21
Brennan, P	160 Van Buren street	2335	1
Brennock, Wm. and Verreault, E. H	157 Ogden avenue	6288	20
Brett, Thos. F	1804 Wabash avenue	5304	1
Brevoort Hotel Co., A. D. Hannah, Pres	145 E. Madison street	A-568	1
Breuer, Mat	680 S. Halsted street	1831	9
Brewick, G. V	888 W. North avenue	1285	28
Brezina, Frank	178 DeKoven street	2532	19
Brice, M	3622 Marshfield avenue	1028	5
Brichacek, M	761 W. 18th place	712	11
Brichetto, Jos	43 Michigan street	2370	22
Brieske, Jul	573 Southport avenue	5847	24
Brieske, L	597 Southport avenue	1333	24
Brieske, Leo	702 Barry avenue	4681	24
Briggs House, L. F. Hoher, A. M	Randolph st. and 5th ave.	2653	1
Brill, Fred	318 Clark street	1147	1
Brill, John	8900 The Strand	5220	8
Brinich, Thos	10742 Torrence avenue	5795	8
Brinke, R. A	176 E. North avenue	2144	22
Brinker, H	10461 Avenue M	1086	8
Brinker, Henry	564 S. Ashland avenue	2457	11
Britton, A. E	1255 N. California avenue	1081	28
Brizzolara Buffet, Inc., D. Brizzolara, Pres	524 Van Buren	3748	20
Brizzolara, C. and D	495 W. Madison street	4462	18
Brizzolara, D. and Chas	428 W. Van Buren street	5160	19
Brizzolara, Fred	1489 W. Ohio street	2628	35
Brizzolara, Louis	253 W. Madison street	5445	18
Broderick, John	175 W. Madison street	4057	18
Brodie, Ed	75 E. 28th place	4987	4
Brodie, J. M	5356 S. Halsted street	1754	29
Brodsky, Lena	485 Ogden avenue	A-458	20
Brogi, Frank	400 Dearborn street	5346	1

Name.	Address.	License No.	Ward.
Brohman, E	5454 Lake avenue	199	7
Broniarczyk, St	4459 S. Wood street	4497	29
Brooker, M. C	206 W. Adams street	5792	18
Brophy, M. J	1053 W. 13th street	A-396	11
Brotz, Louise	85 La Salle avenue	3644	21
Browarsky, Ed	177 Colorado avenue	A-472	13
Browarsky, J. M	686 W. Taylor street	1252	11
Browarsky, Sol	351 W. Madison street	2355	18
Browarsky, Sol	323 W. Randolph street	2356	18
Brozek, F	708 W. 18th place	A-651	11
Brozowsky, H	183 W. 14th street	3514	9
Brown, A	391 State street	2278	1
Brown, C. A	47 N. Clark street	5309	21
Brown, J. E. and Lindsay, E. M	6359 S. Park avenue	4899	7
Brown, J. E. and Lindsay, E. M	5443 Shields avenue	5393	30
Brown, John V	1046 W. Lake street	5355	14
Brown, Jos	2031 Ogden avenue	2542	34
Bruckner, Robt	468 W. 12th street	6382	10
Bruder, F. W	2020 Dearborn street	3652	1
Bruder, Michael	556 Clybourn avenue	A-844	24
Brueckman, L	232 North avenue	2561	22
Bruhn, Fritz	526 N. Halsted street	952	22
Bruhnke, Frank	2258 W. 12th street	5231	34
Bruksch, K	2407 N. Western avenue	A-876	27
Brummer, Jno	259 Orchard street	1982	23
Brunn, Chas. A	108 W. Harrison street	566	19
Brunn, Frank	755 W. Superior street	177	14
Brunner, L	230 Clybourn avenue	3075	22
Bruns, G. C	913 Lincoln avenue	4691	24
Brunzel, John	11132 Michigan avenue	67	33
Bruzek, Alb	2000 W. 63d street	A-882	31
Bruzek, Al	1718 W. 63d street	4928	31
Brzozowski, J	217 W. Randolph street	4409	18
Brzozowski, J	8839 Exchange avenue	4575	8
Bublitz, Frank	419 N. Fairfield avenue	5791	15
Bucek, Jos	8558 Buffalo avenue	4717	8
Buck & Rayner, Jos. Trienens, Pres	132 State street	3684	1
Buckingham, E. C	6659 S. Park avenue	4977	7
Buckley, Jas	3601 Emerald avenue	268	5
Buckley, M	1423 State street	A-461	1
Buconich, M	9050 The Strand	1738	8
Buconich, S. and Povlich, Jno	8914 The Strand	A-438	8
Bucz, Geo	4459 Honore street	1942	29
Budarek, J	643 Throop street	A-239	10
Buehl, J	1074 Southport avenue	A-225	26
Buehler, Emil	380 Larrabee street	3169	22
Buehlmann, Alf	89 Wells street	4477	22
Buehrer, J. F	601 E. 70th street	3093	7
Buerde, Emil	1762 W. Chicago avenue	147	35
Buffo, Thos. and Carbonette, Tony	384 Dearborn street	3734	1

Name.	Address.	License No.	Ward.
Bugayski, Florian	2361 115th street	3071	33
Buhl, Arthur	699 S. Canal street	A-636	9
Buinda, Jos	4025 Ashland avenue	A-72	29
Bukowski, Julian	3156 E. Morgan street	1404	4
Bukowski, Mrs. P	132 Cleaver street	761	16
Bulger, Fred and Lines, H	52 E. 39th street	A-597	3
Bunge, Chr	160 N. Mozart street	A-350	15
Buonanno, M	129 Ewing street	810	19
Burbach, Jos	1859 Elston avenue	1548	27
Burdette, Wm	26 River street	1094	1
Burgdorf, F. E	90 S. Clinton street	5739	18
Burger, Ike	1915 Armour avenue	3701	1
Burkland, Mrs. A	5845 S. Halsted street	4765	31
Burleson, C. D	27 E. Division street	A-144	22
Burmeister, Geo	2175 N. Clark street	3270	26
Burmeister, Henry	1381 N. Marshfield avenue	6176	24
Burton, A. and Son	19 E. Chicago avenue	374	22
Burns, B	824 43d street	4789	30
Burns, J. F. and Goldfus, Geo. F	12 State street	569	1
Burns, Jas	93 S. Peoria street	2089	18
Burns, Jas. P	280 5th avenue	246	1
Burns, John	3900 State street	528	30
Burns, John	34 Sholto street	4269	19
Burns, M	3300 Union avenue	6012	5
Burns, M. M	309 Illinois street	4831	21
Burns, Wm	4223 S. Halsted street	A-726	30
Burns, Wm	826 W. 43d street	1814	30
Burns, Wm. E	6255 State street	3062	7
Burke, J and K	72 E. Van Buren street	2162	1
Burke, Jack	29 E. 31st street	5517	2
Burke, Jas. F	248 W. Adams street	1611	18
Burke, John	11562 Front street	4152	33
Burke, John J	74 E. Chicago avenue	3305	22
Burke, John W	5103 State street	A-552	6
Burke, Pat	487 W. 12th street	6284	19
Burke, P. E	1205 W. Adams street	6197	13
Burke, Thos	2505 Archer avenue	46	4
Burke, Thos. E	788 39th street	4667	3
Burke, Wm	4300 Ashland avenue	2759	29
Busche, Otto	419 S. Western avenue	1719	13
Buschmann, A	574 Armitage avenue	3094	28
Buschmann & Co., A	272 Cortland street	3401	28
Bussan, H	25 Indiana street	3036	22
Busse, F. A	1892 N. Clark street	2673	25
Busse, Wm	5444 Princeton avenue	A-948	30
Busse, Wm	5408 Princeton avenue	56	30
Butcher Chas	115 Hickory avenue	6266	22
Butcher, John	31 Cherry avenue	2283	22
Butler, Abn. P	159 Sangamon street	A-511	18
Butler, Jno. T	6245 State street	2132	7

Name.	Address.	License No.	Ward.
Butler, Michael	1547 Fillmore street	A-587	13
Butts, Chas	738 W. Madison street	A-289	20
Buxbaum, F	2136 State street	3790	1
Buza, And	8311 Illinois avenue	5332	8
Buzant, John	816 Allport street	4697	9
Buzany, Geo	4700 S. Halsted street	3642	29
Byczek, A	468 Noble street	4566	17
Byczek, Martin	4220 Ashland avenue	3519	29
Bydalek, M	27 Bremen street	3149	28
Bynum, Jno. and Taylor, E	202 26th street	5611	2
Byrne, Ed	264 Loomis street	6285	20
Byrne, Hugh	9000 Green Bay avenue	5906	8
Byrne, J. and Flanagan, J	127 W. Van Buren street	3392	18
Byrne, M	294 S. Water street	2737	1
Byrnes, Jas	164 Crosby street	2506	22
Byrnes, Geo. W	627 W. Madison street	4283	20
Byrnes, Jas. T	650 Canal street	A-49	9
Byrnes, John	251 Randolph street	5960	1
Cabanski, John	913 31st place	302	4
Cada, Jos	910 S. Western avenue	4642	12
Cada, Vac	815 S. Ashland avenue	4710	11
Cadek, F	689 Allport street	5289	10
Cademartree, S	706 W. Madison street	798	20
Caesar, Henry	47 W. North avenue	2719	16
Cafferty, M	2065 38th street	3214	5
Cahill, D. J	4139 Halsted street	4423	30
Cahill, Jos	3720 Cottage Grove avenue	5591	3
Cahill, Thos	368 Indiana street	5470	21
Caldwell, John	405 W. Randolph street	1139	18
Callahan, D. O	182 N. Halsted street	5830	17
Callahan, T. E. and Sherman, C	15 S. Clark street	3881	1
Callahan, W. G	381 N. Clark street	2094	21
Callaghan, John	55 89th street	6240	8
Callaghan, John	844 39th street	2980	5
Callaghan, John	4430 Wentworth avenue	2195	30
Callanan, Chas	2763 Archer avenue	281	4
Calteux, Peter	2521 S. Halsted street	363	4
Calumet Club, Inc., L. McConnell	20th and Michigan avenue	5439	1
Calumet Country Club	95th and Cottage Grove avenue	A-351	33
Campbell, John	4002 Armour avenue	3759	30
Campbell, M. F	104 5th avenue	2551	1
Cameron-Sullivan Co., Inc., D. H. Sullivan, Treas.	286 Wabash	A-100	1
Canary, P	239 W. Randolph street	2911	18
Candler, Frank	7076 Cottage Grove avenue	3099	7
Caniff, Thos	261 Wells street	3038	22
Caminti, S. and J	69 Oak street	A-477	22
Cannivet, John	1481 Montrose avenue	2996	27
Cannon, Pat	5257 Centre avenue	2789	29
Cannon, Peter	411 W. Taylor street	3212	19
Cannon, Thos. V	75 S. Water street	A-955	1

Name.	Address.	License No.	Ward.
Cantillon, M.	6 Wells street	1293	21
Cantillon, M. E.	267 S. Clark street	1640	1
Capal, Chr	98 E. Harrison	A-423	1
Capasso, Seb	323 Jefferson street	6258	19
Capek, Anton	1033 North avenue	3963	28
Caplan, J. D.	329 W. Polk street	779	19
Caproni, L.	733½ W. Madison street	1952	20
Carroll, Mrs. A.	1470 W. Madison street	1959	13
Carroll, A. J.	2979 Wentworth avenue	3875	2
Carroll, J. and M.	1149 W. Madison street	606	13
Carroll, Jas. J.	461 E. 26th street	A-953	2
Carroll, Jas. T.	6319 Centre avenue	5409	32
Carroll, John	267 W. Madison street	2882	18
Carroll, M.	401 Root street	1815	30
Carroll, Pat	5300 Carpenter street	4486	29
Carroll, Pat. E.	1102 W. 69th street	4403	32
Carberry, M. J.	6301 Halsted street	2897	32
Carden, Ch. J.	3200 Ashland avenue	A-892	5
Carden, Chas. J.	356 W. 12th street	A-893	10
Carey, John	4501 Loomis street	A-903	29
Carey, John	3923 Morgan street	5469	29
Carey, T.	976 W. Taylor street	4552	20
Carey, Thos. E. and Loftus, Mrs. E.	306 Desplaines street	6361	19
Carl, Paul	188 E. Randolph street	582	1
Carlin, Thad and J. C.	129 Sedgwick street	A-781	22
Carlson, C. D.	2159 Armitage avenue	47	27
Carlson, Con	826 W. North avenue	4370	15
Carlson, E. J. and Pearson, Jno	205 Townsend street	127	22
Carlson, Gust	202 N. 48th avenue	4780	35
Carlson, John	135 Oak street	3386	22
Carlson, John	196 Oak street	2069	22
Carlson, N.	226 E. Division street	2913	22
Carlson, Swan	139 Townsend street	416	22
Carlson, Wm	8456 Green Bay avenue	500	8
Carmean, W. H.	575 Wabash avenue	5006	1
Carmody, Jerry	439 W. Harrison street	5831	19
Carmody, Thos.	2205 40th avenue	2657	34
Carney, Mrs. P.	93 S. Canal street	A-140	18
Carradine, Angelo	2414 Kensington avenue	1462	33
Carrier, J. B.	5200 Union avenue	4496	30
Carson, W. R.	120 W. 51st street	1197	30
Carter, John	1224 W. 63d street	5929	31
Cartier, Mrs. John	6000 State street	4274	31
Cary, F. X.	5258 Ashland avenue	2756	29
Casey, E. D.	7201 Greenwood avenue	2416	33
Casey, James	7092 S. Chicago avenue	301	7
Casey, James	701 Western avenue	6296	12
Casaleggi, Jos.	520 W. Chicago avenue	A-302	15
Case, Jas. and Mee, E.	39 N. Clark street	3481	21
Casner Phil	753 Loomis street	A-705	10

Name.	Address.	License No.	Ward.
Casner, Ph	1608 State street	4626	1
Caspars, Frank	1511 State street	426	1
Cassidy, John	204 39th street	A-559	3
Cassidy, P. J	2254 38th street	1108	5
Castagnino, Jas	3026 State street	5364	2
Castle, Herman L	378 E. North avenue	A-131	21
Catalano, D	147 Milton avenue	5802	22
Cater, B	1984 W. Lake street	4191	13
Cato, F. G	293 Wells street	165	22
Cattorini, G	342 State street	A-488	1
Cavagnaro, F	1558 W. Harrison street	6104	13
Cavagnaro, N	1416 W. Madison street	5658	13
Cavagnaro, Tony	387 California avenue	6049	13
Cavanaugh, E. B	350 Lincoln avenue	521	25
Cavanagh, Jas. L	1422 S. Kedzie avenue	1655	12
Cavanaugh, W. J	7101 S. Chicago avenue	4478	33
Cavanaugh, W. J	226 S. Clark street	923	1
Cecka, Al	2057 51st street	4886	29
Cedarwall, Otto	1376 75th street	3362	33
Cejka, Jac	1272 S. Trumbull avenue	1541	12
Celenica, Nick	10612 Torrence avenue	4334	8
Cella, J. and A	445 W. Madison street	927	18
Cella, J. Geo	426 Madison street	3014	20
Cella, Jos	2901 Dearborn street	3544	2
Cella, L. A	578 W. Lake street	5657	18
Cella, F. B. and Arado, L	13 S. Clark street	2428	1
Celmer, Julian	646 W. 15th street	A-839	11
Central Cafe and Restaurant, R. F. Barton, Mgr	42 Michigan avenue	2928	1
Cermak, F. V	2010 W. 16th street	4755	34
Cermak, J	988 S. Troy street	1019	12
Cermak, Jos	717 Allport street	3953	10
Cerone, F. and Occhinto, L	146 N. Sangamon street	5555	17
Cervenka, Anton	541 W. 18th street	3959	10
Cervenka, John A	661 W. 18th street	4519	11
Cervenka, Jos	459 W. 22d street	5281	10
Cervenka, Jos	1000 Kedzie avenue	A-394	12
Cerveny, Frank, Jr	797 W. 18th street	771	11
Cerveny, Frank	1163 S. Troy street	1714	12
Cerveny, Geo	6527 Ashland avenue	4736	31
Cerveny, Jos. W	99 W. 26th street	4115	12
Chada, W. J	441 N. Western avenue	4459	15
Chakin, J	90 Edgemont avenue	3039	11
Chaloupka, Jas	3258 S. Hoyne avenue	A-57	5
Chamales, John	91 S. Clark street	802	1
Chamales, John	302 State street	801	1
Chamales, Thos	15 E. 12th street	A-951	1
Chamales, Thos	363 Wabash avenue	5114	1
Chambers, Chas	162 Orleans street	4092	22
Chambers, John	139 Erie street	6123	22

Name.	Address.	License No.	Ward.
Chambers, Mike	377 Kedzie avenue	3335	13
Chapin & Gore, Inc	152 22d street	4829	1
Chapin & Gore, Inc	73 Monroe street	4830	1
Chapin & Gore, Inc	22 Adams street	4828	1
Chappelie, And	13551 Howard avenue	A-301	8
Chater, Mrs. L	409 S. California avenue	5246	13
Checolo, John	466 Paulina street	4267	11
Chenegros, Gus	2100 Dearborn street	4869	1
Chenick, Al	1189 Sawyer avenue	653	12
Chiappe, Barto	619 Van Buren street	101	20
Chiappe, B. &. M	293 W. Madison street	324	18
Chicago Athletic Association, C. J. Walsh	125 Michigan ave.	395	1
Chicago Club, J. S. Runnels, Pres	200 Michigan avenue	1878	1
Chicago Hotel Co., W. Vier, Pres.	State and Monroe streets	F-3	1
Chicago Turngemeinde, E. Hoechster, Pres.	259 N. Clark street	3878	21
Chicago Yacht Club, Dr. Baum, Pres.	Foot of Monroe street	A-280	1
Chicoine, A	322 W. Harrison street	6199	19
Chiesa, J. D	975 W. Van Buren street	3003	20
Chipianti, Tom	373 S. Halsted street	2046	19
Chlupsa, V. J	1857 W. 47th street	2752	29
Chmelik, John	847 S. Halsted street	1527	9
Chmiel, And	8806 Mackinaw avenue	2585	8
Chmielewski, W	2734 Bonfield street	5510	5
Chmielewski, J	8757 Superior avenue	1984	8
Chobot, Jos	671 S. Jefferson street	4937	9
Chocholowski, John	700 Noble street	A-742	16
Chocimowitz, M	230 Maxwell street	883	9
Choitz, Herm	263 W. Chicago avenue	2298	17
Chorak, Nick	8916 Strand	4034	8
Chorak, S	10843 Hoxie avenue	5194	8
Choromokos, L	634 N. Clark street	4536	21
Chovanec, S	126 Cornell street	3899	17
Christensen, Mrs. A	1256 N. California avenue	2217	28
Christensen, Peter	801 W. North avenue	2900	28
Christmann, Frank	295 Seminary avenue	1745	24
Christoffel, Peter	3 Mohawk street	3457	22
Christopher, N	3800 Wallace street	782	5
Chudy, Andrew	2514 Lincoln avenue	52	27
Churon, Frank	742 W. 26th street	1717	34
Chybicki, St	385 W. 25th street	5825	10
Cichy, Anton	333 Noble street	4584	17
Ciesielski, M	8730 Commercial avenue	849	8
Cihak, Vac	5159 S. Wood street	186	29
Cikarek, F	1238 W. Chicago avenue	2027	15
Cilik, Frank	853 W. 12th street	3278	11
Cilik, J. M	1314 Clifton Park avenue	3512	12
Cincci, A	3401 State street	766	3
Cincci, R	213 W. Van Buren street	5660	18
Citro, Louis	188 W. Taylor street	2036	19
City Hotel Co., J. A. Riley, Pres	1601 State street	432	1

Name.	Address.	License No.	Ward.
Cizek, Jim	577 Laflin street	1055	11
Clamage, Alex	85 35th street	1034	3
Clamage, Max	480 Halsted street	5996	9
Clancy & Co., Inc., T. G. O'Connor, P. &. S.	187 Clark street	3487	1
Clancy, M	701 Root street	2135	30
Clausen, H. J	206 N. Morgan street	1229	17
Clausen, Herman	9000 Superior avenue	6370	8
Clausen, M	3259 Butler street	3132	3
Claussen, Thos	354 W. North avenue	A-783	16
Clare, Jas	278 5th avenue	1203	1
Clark, A. J	6758 Halsted street	2753	32
Clark, Wm	869 E. 61st street	4286	7
Cleary, J. J	2979 Archer avenue	2375	5
Clemens, Wm. and Quillan, A. H	4805 State street	A-754	6
Clement, Fred	84 Wells street	A-474	21
Clifford, John and Keating, Pat	1313 State street	5909	1
Clifford, M	221 Peoria street	A-451	19
Clifford, Mike	6235 Halsted street	5438	31
Clinch, E	547 Union street	3025	9
Cline, John	265 Indiana street	843	21
Cline, Pat	132 S. Franklin street	2190	1
Cline, Thos	282 E. Chicago avenue	1903	21
Clody, Ed	2223 N. Clark street	944	26
Clune, John	550 W. Polk street	2157	20
Coakley, John	4100 Emerald avenue	3298	30
Cobbens, Henry	66 Hastings street	1707	10
Coconate, Geo	1067 Grand avenue	6175	14
Coda, D	526 W. Van Buren street	74	20
Coffey, John	4011 S. Ashland avenue	2216	29
Coffey, Barney	6258 Halsted street	5288	31
Coffey, T. M	121 39th street	A-24	30
Coggins, M	129 W. 47th street	2153	30
Cohen, A	30 N. Green street	5877	18
Cohen, Abe	241 W. Randolph street	5878	18
Cohen, Abe	3200 Armour avenue	2660	3
Cohen, David	198 Curtis street	546	17
Cohen, Geo	22 W. Madison street	A-393	18
Cohen, Geo	246 W. Madison street	1657	18
Cohen, Geo	110 W. Madison street	1659	18
Cohen, Geo. W	111 Franklin street	350	1
Cohen, H	435 Centre avenue	3511	10
Cohen, I	18 W. Madison street	553	18
Cohen, Jos	1385 N. Clark street	759	25
Cohen, Jos	12 E. Polk street	5947	1
Cohen, M	346 W. Harrison street	1746	19
Cohen, M., and Kahn, J. B., Co	99 Canal street	5595	18
Cohen, S. C	489 26th street	273	4
Cohen, Simon	11526 Front street	5055	33
Collins, Ben	2275 Cottage Grove avenue	6042	2
Collins, D. F	66 W. 18th street	A-252	9

Name.	Address.	License No.	Ward.
Collins, J. M	2801 State street	1872	2
Collins, John	2815 Shields avenue	4310	4
Collins, John	353 Illinois street	5588	21
Collins, John P	189 W. Madison street	5637	18
Collins, Peter	8901 Buffalo avenue	5894	8
Collins, R. J	240 W. Randolph street	4858	18
Collins, Tim	6354 Cottage Grove avenue	3397	7
Collins, Tom	730 Centre avenue	5754	10
Colavich, M	10840 Torrence avenue	915	8
Colby, Jos. H	1277 Lincoln avenue	2556	26
Cole, Alex	7441 Green street	2582	32
Coleman, D. C	53 E. Lake street	5350	1
Coleman, Jas	1531 Ogden avenue	5063	34
Coleman, M. E	630 Larrabee street	5244	23
Coles, Edwin	451 S. Western avenue	A-84	13
Colfer, Ed	775 Grand avenue	5251	14
Collias, Louis	2978 State street	4376	2
Collier, Thos	348 State street	2253	1
Colohan, M. J	795 37th street	3562	5
Colosimo, J	2001 Archer avenue	4824	1
Columbia Amusement Co., J. H. Mack, Pres.	292 State street	3352	1
Columbia Yacht Co., E. S. Osborn	Foot of Randolph street	A-400	1
Columbus Brewing Co	297 Cornell street	2713	17
Comilsen, B. E	182 Armitage avenue	A-654	16
Comiskey, C. A	39th and Princeton avenue	1776	3
Connelly, M. J	739 Grand avenue	1471	14
Connolly, Mrs. L	401 Austin avenue	3634	17
Concoy, Jos	8556 Green Bay avenue	5900	8
Conforti, Alessandron	159 W. Taylor street	A-894	19
Congress Hotel Co., R. H. Southgate, Mgr., S. W. Cor. Congress and Michigan avenue		1881	1
Congress Hotel Co., R. H. Southgate, Mgr., N. W. Cor. Congress and Michigan avenue		1882	1
Conley, John	167 Desplaines street	2710	18
Conley, P. H	9232 Commercial avenue	2607	8
Connell, Thos	125 Milwaukee avenue	3126	17
Connery, M. J	1984 W. Madison street	4084	34
Connor, M	80 E. Monroe street	826	1
Connor, M	151 La Salle street	827	1
Connor, M	209 State street	828	1
Connor & Sinclair Co., W. J. Sinclair, Pres.	153 Monroe street	548	1
Connors, Nicholas	167 Blue Island avenue	957	19
Conrad, Chas	463 W. Belmont avenue	4468	27
Conrad, J. G	8626 Summit avenue	5003	32
Conroy, Pat	550 W. Lake street	5453	18
Conroy, Pat	4300 Wentworth avenue	3969	30
Conroy, Wm	5059 5th avenue	A-695	30
Considine, Dennis	207 Blue Island avenue	3982	19
Considine, D. J	2559 Halsted street	5030	4
Considine, R. B	1064 W. Madison street	6311	13

Name.	Address.	License No.	Ward.
Constable, Geo. D	536 E. Division street	745	21
Contra Costa Wine Co., Inc	130 La Salle street	2695	1
Conway, Pat	3031 Archer avenue	4099	5
Conway, Wm	717 W. Erie street	4178	14
Cook, Chas	826 Grand avenue	3374	14
Cook, P. J	2500 Wabash avenue	232	2
Coogan, A., and W	1405 W. Polk street	1960	13
Coogan, M. J	3258 W. 47th street	2755	29
Coolahan, John	3559 Emerald avenue	4479	3
Cooney, John	1506 W. Congress street	571	13
Cooney, Pat	328 W. Polk street	1970	19
Corbett, Jas	42 Lincoln Park boulevard	5969	21
Cordell, John	584 W. Ohio street	2211	14
Cordell, N. B., and Schuh, W	137 W. Randolph street	1330	18
Corroso, G	189 E. 20th street	3037	1
Corsiglio, Jos	60 Orleans street	A-602	22
Corson, Al	1305 Addison street	237	25
Costello, Jas	1245 Fulton street	5986	14
Coughlin, A. R	1801 W. 47th street	5786	29
Coulter, W. J	18 E. 12th street	3404	1
Count, Chas	285 Armitage avenue	6154	16
Courchesne, Geo	755 W. 12th street	3910	11
Coyle, John	4108 Campbell avenue	6292	29
Coyne, Thos. E	522 Warren avenue	3637	13
Craig, P. J	1419 Wabash avenue	3338	1
Crandall, Harry	434 W. Ohio street	6343	14
Crane, Frank	13550 Howard avenue	381	8
Crawley, Wm., and McKay, R	1224 Indiana avenue	4294	1
Creighton, Chas	739 Wells street	1796	23
Creighton Co., M., Creighton, Thos., S. and T., P.. F. McGiven, V.-Pres	5659 State street	197	7
Cremer, A. H	368 North avenue	4254	21
Cremer, J. C	27 Eugenie street	1324	23
Cremer, P	792 Southport avenue	1529	24
Croak, Ed	6742 State street	2754	32
Croaker, Thos	198 W. Monroe street	815	18
Crocenzo, B	138 W. Harrison street	5138	19
Croft, Leonard	1401 W. Chicago avenue	104	14
Croft, Wm	8134 Vincennes road	4014	32
Cronin, E. P	200 Root street	3135	30
Cronin, J	113 92d street	4340	8
Cronin, J. J	3150 Ashland avenue	1247	5
Cronin, Jeremiah	2113 Harvard street	A-116	13
Cronin, M	758 39th street	3215	3
Crory, D	3006 Cottage Grove avenue	932	2
Crosby, D. W	1223 Wabash avenue	5983	1
Crosali, C	86 Indiana street	3040	22
Cross, Jas. J	90 39th street	A-753	3
Crowe, Mike	146 W. Van Buren street	1975	19
Crowley, J. P	349 5th avenue	5175	1

Name.	Address.	License No.	Ward.
Crowley, Jas. F	437 47th street	4663	30
Cruse, John	305 Blue Island avenue	6024	10
Csobady, Jos	13466 Howard avenue	A-936	8
Cunningham, C. F	635 81st street	5737	32
Cunningham, John	48 Elburn avenue	5797	19
Cunningham, W	2301 Wabash avenue	4792	2
Cubby, Henry	256 N. Branch street	A-378	22
Cudney, Ernst	1826 Wabash avenue	4341	1
Cudzik, Jos	786 W. 18th street	1074	11
Cuisinier, F	42 W. 18th street	6015	9
Cullen, Chas	204 N. Wood street	4505	14
Cullen, Jas	116 N. Oakley avenue	3527	14
Cullen, Jas	3902 Western avenue	4812	29
Cullen, J	2128 Wabash avenue	4180	1
Cullen, Jno., and Fitzpatrick, Jas	5859 State street	A-483	7
Cullen, John	1355 State street	2848	1
Cullen, Phil	435 W. Randolph street	1951	18
Cullen, W. E	112 W. Erie street	A-324	17
Cullerton, J. J	1351 Ogden avenue	984	12
Culliton, Mrs. Thos	533 W. Huron street	1772	14
Curtis, H. H	124 W. Madison street	3817	18
Curtis, M. E	4742 S. Halsted street	226	29
Curtis, M. F	3501 State street	2061	3
Curtis, Mrs. P	246 S. Halsted street	2464	19
Curcio, R	298 Austin avenue	5139	17
Curielli, Angelo	862 W. Van Buren street	A-895	20
Curielli, A., and Federighi, C	951 W. Lake street	2680	14
Curley, John F	1593 Ogden avenue	5688	34
Curley, P. C	5659 Halsted street	5052	31
Curran, M	772 W. Lake street	4837	14
Curran, Phil	1308 Wabash avenue	2239	1
Curran, Thos	1301 State street	1894	1
Curran, Thos	73 Van Buren street	1089	1
Curran, Thos	682 Centre avenue	3271	10
Curran, Wm	169 Jackson boulevard	A-761	1
Curran, Wm	925 W. Chicago avenue	4730	14
Currotto, Steve	2222 Indiana avenue	4333	2
Curry, P. J	164 Sangamon street	2647	18
Curtin, J. D	379 Taylor street	1790	19
Curtin, Jerry	5441 Wentworth avenue	114	30
Curtin, R. J	128 Sangamon street	3195	18
Curtin, R. J	149 Desplaines street	5970	18
Curzydlo, A	13538 Howard avenue	480	8
Cusack, P	2052 W. 47th street	6119	29
Cusack, P. and T	330 W. Harrison street	3102	19
Cwik, Walter	657 N. Ashland avenue	3942	16
Cwiklinski, Mrs. Tilly	611 N. Ashland avenue	5340	16
Cwiklinski, M	4753 Justine street	3380	29
Czapek, K	4434 S. Wood street	3456	29
Czapjak, Anton	4503 Laflin street	A-12	29

Name.	Address.	License No.	Ward.
Czapski, Jos. F	1049 N. Hoyne avenue	511	28
Czarnowski, Wm	660 N. Ashland avenue	3198	16
Czarny, W	4319 Honore street	3153	29
Czekanski, Aug	2715 Archer avenue	5031	4
Czerech, Frank	618 Noble street	4960	16
Czernionka, Frank	143 Fullerton avenue	5216	24
Czerwenka, Frank	67 Randolph street	153	1
Czerwinski, John	928 W. 19th street	2798	11
Czeslawski, Leon	3217 S. Morgan street	482	4
Czeslawski, W	2503 Milwaukee avenue	5167	27
Czeszynski, Frank	8801 Houston avenue	5875	8
Czosek, P. W	596 Holt avenue	5933	16
Czuprinski, St	88 W. Division street	4962	16
Czwajdrak, M	3302 S. Morgan street	269	5
Cyplik, A	11730 Indiana avenue	670	33
DaCosta, A. R	125 Exchange court	2615	1
Dacy, Pat	3601 S. Wood street	2075	5
Dagostine, P	256 Forquer street	3520	19
D'Agostino, D	233 W. Taylor street	4723	19
Dahlin, Chas	10019 Ewing avenue	4331	8
Dahlke, Minnie	2326 Canal street	4738	4
Dahm, John	254 S. Halsted street	1082	19
Dailey, M. M	285 92d street	5100	8
Dailey, Thos	6636 Cottage Grove avenue	1255	7
Dalka, Thos	1858 48th street	2496	29
Dallman, Aug	841 W. Division street	2219	15
Dal Pino, C	228 W. Madison street	4056	18
Daly, Bern	6600 Halsted street	2775	32
Daly, Hugh	1 E. 26th street	5005	2
Daly, M. A. and Tangney, J. J	1601 Milwaukee avenue	659	28
Daly, M. A. and Tangney, J. J	1217 N. California avenue	658	28
Daly, M. F	5101 Lowe avenue	4853	30
Daly, M. J	138 E. Chicago avenue	1110	22
Daly, Thos	1501 W. 47th street	4650	29
Dames, Jno. H	1243 Milwaukee avenue	4075	28
Damico, F	76 Gault court	A-528	22
Danaher, Eugene	3502 Halsted street	6386	5
Daniel, Ike	1834 State street	5652	1
Daniels, Wm	3200 Fox street	1633	5
Danielson, Chas. and Holmen, Chas	3817 Cottage Grove ave.	6165	3
Danielson, Chas. and Holmen, Chas	108 E. Chicago avenue	6166	22
Danielson, F. E	402 31st street	5748	2
Daray, Louis	1053 W. 119th street	2438	33
Daub, John	2169 N. Ashland avenue	2384	26
Dauser, And	144 N. Union street	4629	17
Davis, Chas. and Ennis, Jas	145 Canal street	809	18
Davis, Geo. W	2335 Cottage Grove avenue	3793	2
Davis, Harry	353 W. North avenue	1913	16
Davis, Harry	5059 Halsted street	2933	30
Davis, J. P	223 37th street	A-316	3

Name.	Address.	License No.	Ward.
Davis, John E	58 State street	2608	1
Davis, Sam and Ferson, B	444 W. Madison street	1453	20
Davidson, A	388 Erie street	A-860	17
Davidson, A	26 W. Madison street	835	18
Davidson, S	96 W. Madison street	1576	18
Dawson, B	753 W. 14th street	5868	11
Dawson, H	343 S. State street	1286	1
Day, C. B	50 Rush street	259	21
Dean, Ben	5 N. Clark street	1554	21
Dean, O. M. and E. Myer Co	9026 The Strand	5835	8
Debbio, A. D	826 Madison street	2360	20
DeBenedetto, N	370 S. Desplaines street	2064	19
Decker, F. P	4103 Ashland avenue	4482	29
Deegan, Ed	3559 Union avenue	3753	5
DeFrank, John	289 Fulton street	A-522	18
Degen, Albert	2 Belmont avenue	410	27
DeGrazio, Henry	142 N. Sangamon street	2539	17
DeHaan, A. and C	9442 Cottage Grove avenue	4063	33
Dehmer, Wm	2147 W. North avenue	2112	27
Deiber, J	557 Canal street	A-799	9
Deiber, J	336 S. Desplaines street	A-827	19
Deiber, J	467 W. 12th street	A-817	19
DeJonghe, H	45 Monroe street	891	1
DeKoker, C	6321 S. Park avenue	193	7
DeKoker, Jacob	10259 Michigan avenue	201	23
Delaney, D. J	35 Adams street	1580	1
Delaney, M. J	2048 Archer avenue	6181	1
Del Genio, N	818 W. Huron street	4149	14
Delich, P	10814 Torrence avenue	4035	8
Dell, Christ	9347 Commercial avenue	415	8
DelMagro, E. and A	1934 State street	A-369	1
Del Magro, L and Quilici, Chas	920 W. Van Buren street	5610	20
Dellosso, D	290 California avenue	6237	13
Delph, Val	812 W. 21st place	179	11
DeLue, E	3847 Cottage Grove avenue	4088	3
Demaio, R	170 Polk street	672	19
DeMar, Jos	26 Maud avenue	A-954	24
Demarchi, Jno. and Arado, Aug	379 W. Madison street	5867	18
DeMarco, L	176 N. Morgan street	3424	17
Dembiczak, Leon	1671 Ridgeway avenue	207	27
Demmler, Adolph G	53 E. Congress street	A-11	1
Demos, K. and Datsoulis, L. Co	80 Blue Island avenue	2008	19
Denemark, Anton	579 W. 22d street	5966	11
Denes, Julius	1059 W. 71st street	4773	32
Denison, Pat	2317 Wabash avenue	1812	2
Dennehy, Thos	573 W. Madison street	2972	18
Dennin, Wm	238 Washington boulevard	5174	18
Dennis, P. M	4960 Princeton avenue	4106	30
Dennison, John	670 W. Van Buren street	4476	20
DeOnafrio, U	105 W. Taylor street	5607	19

Name.	Address.	License No.	Ward.
De Paola, Frank	1732 W. 63d street	5400	31
Deppish, J. A	82 S. Western avenue	5113	20
Deppmeier, Chas	1128 Southport avenue	753	26
DeRe, Jos	162 Polk street	3144	19
Derengowski, P	213 Cleaver street	4569	16
Dernbach, Adam	857 W. Taylor street	3869	20
DeRosa, V	371 Clark street	4398	1
De Silva, Ira	280 W. Lake street	A-489	18
Dersinski, J	1449 N. Ashland avenue	3761	24
Deschman, Geo	124 25th place	3784	4
Desens, B	529 W. 15th street	5394	10
De Silva, Ira	317 W. Lake street	2451	18
Desnen, E. J	381 5th avenue	5300	1
D'Stefano & Damare	393 W. Polk street	3950	19
Destree, F. J	37 Milwaukee avenue	5228	18
Dettling, A	589 S. Union street	1422	9
Deubler, C., and Meinel, J	255 W. Randolph street	437	18
Deubler, C., and Meinel, J	283 W. Randolph street	435	18
Deubler, Chas	161 Randolph street	739	1
Deutch, John M	264 E. Chicago avenue	A-515	21
Deutsch, B	697 Augusta street	3931	15
Deutsch, L	2644 State street	2313	2
Deutsch, P	115 Larrabee street	1528	22
Devaney, M	2140 W. 12th street	3795	34
Devaney, F. J	78 S. Halsted street	5481	18
Devereux, Thos. P	249 Noble street	1479	17
Devery, P	118 S. Paulina street	456	20
Dexheimer, Jacob	1156 Milwaukee avenue	2206	16
Deyo, Chas	5101 Union avenue	3568	30
Diabeikais, K	3428 S. Halsted street	A-79	5
Diani, Jno., and R	572 W. Lake street	6113	18
Dianovsky, Geo	231 N. Centre avenue	1704	17
Dias, Geo	1301 93d street	1088	33
Dickson, Jas. C	95 92d street	A-580	8
Diedrich, B	121 W. Diversey boulevard	3699	27
Diefenbach, M. P	3 Rush street	3296	21
Dienes, L	2231 Lincoln avenue	2329	26
Diercks, Henry	717 N. Western avenue	1339	15
Dietel, Ben, and Kallmeyer, Gus	48 S. Clark street	3119	1
Dietrich, Chas	399 N. Clark street	5826	21
Dietrich, Franz	163 S. Market street	117	1
Dietz, Chas., and Weil, Ike	274 Clybourn avenue	304	22
Dietz, John	905 Milwaukee avenue	53	16
Diggin, P., and Frain, P	530 Fulton street	1847	18
Dignan, Wm	926 W. Chicago avenue	5545	15
Digulla, G., and Miller, F	576 Larrabee street	5126	23
Dil Giovanni, Jno., and M	187 Taylor street	5881	19
Dillon, Ed	853 Van Buren street	6208	20
Dillon, Jas	280 W. Harrison street	4263	19
Dillon, Jas	3133 Wentworth avenue	5089	2

Name.	Address.	License No.	Ward.
Dillon, Mike	99 W. Harrison street	1948	19
Di Meo, B	330 Desplaines street	A-486	19
Dimling, A., and Joerger, L	96 Lincoln avenue	3889	23
Dina, A	387 S. Clark street	3168	1
Dineen, John	360 Wabash avenue	1075	1
Disteldorf, Nick	4859 Laflin street	A-37	29
Dittmar, Herm. E	66 W. Jackson street	1547	18
Divito, N	171 Ewing street	3903	19
Dixon, Pat	361 E. Indiana street	6384	21
Dlouhy, John	990 W. 18th street	4125	12
Doane, Barney	1129 Elston avenue	5981	16
Dobbrott, John	895 N. Rockwell street	2682	28
Dober, F. J	4167 S. Halsted street	3034	30
Doberstein, John	8530 Green Bay avenue	4335	8
Dockendorf, M	730 S. Halsted street	1786	9
Doebling, B	1130 School street	A-92	26
Doell, Wm	4601 Laflin street	1455	29
Doerhoefer, John	2537 Cottage Grove avenue	1752	2
Doerrer, John W	2144 N. Troy street	A-130	27
Doerscher, John W	351 Canal street	A-418	19
Dohney, Bern	441 E. 22d street	2606	4
Dohoney, Jas	117 N. Clark street	4506	21
Doheny, John E	159 5th avenue	892	1
Doheny, John E	205 5th avenue	893	1
Doherty, M	75 Ontario street	6069	22
Dohs, Hy	259 Roscoe boulevard	2893	26
Dolan, D., and Ryan, A. W	136 S. Halsted street	2666	18
Dolan, Dom	1082 W. Lake street	5465	14
Dolan, John J	306 92d street	5101	8
Dolan, M. J	574 S. Western avenue	282	12
Dolan, P. J	923 Blue Island avenue	2931	11
Dolejs, M	1179 S. Troy street	A-281	12
Dolezal, Jos	1492 S. Central Park avenue	2154	12
Dollins, T	272 W. Harrison street	A-524	19
Dombroski, Peter	8436 Superior avenue	5221	8
Dombrow, Aug	811 Cortez street	603	15
Dombrowski, M	823 N. Marshfield avenue	A-554	16
Dombrowski, M	436 Elston avenue	A-339	16
Dombrowski, Walter	3230 S. Morgan street	2188	5
Dominic, Frank	100 Milton avenue	3235	22
Dominowski, M	2583 Milwaukee avenue	4139	27
Dominowski, M	174 Division street	4140	16
Dominowski, M	1110 N. Robey street	5941	16
Donnelly, J. A	883 W. Harrison street	1027	20
Donahue, Mrs. C	1258 W. 63d street	2763	31
Donahue, D	S. W. Cor. 16th and Hamlin avenue	A-793	34
Donahue, J. H	2400 115th street	4913	33
Donald, S. V	182 W. Clybourn place	5124	16
Donarski, D	905 W. 18th street	4230	11
Donatello, Mary	142 W. Taylor street	A-519	19

Name.	Address.	License No.	Ward.
Doner, Jos. R	606 S. Kedzie avenue	3221	12
Donkin, R. M	723 Austin avenue	276	14
Donlan, J. M	252 Washington boulevard	2119	18
Donoghue, D. S	93 Halsted street	1150	18
Donohue, D	4001 Ashland avenue	1366	29
Donohue, D. C	802 51st street	2140	30
Donohue, J. J	1814 W. North avenue	4224	35
Donohue, J. W	173 E. Van Buren street	3002	1
Donohue, Thos	553 Grand avenue	A-923	14
Donohue, T. P	237 N. Ashland avenue	2022	14
Donovan, J	2903 Archer avenue	5934	5
Donovan, Thos	171 W. Harrison street	1791	19
Dooley, Jas. F	162 S. Clark street	A-912	1
Dooley, Jas. F	167 Madison street	3615	1
Dooley, Mike	735 S. Kedzie avenue	4429	12
Dooley, Rich	748 Blue Island avenue	1241	11
Dooley, Thos. J	108 Polk street	5471	19
Dooley, Wm	11570 Front street	A-660	33
Doorley, Chas	8901 Mackinaw avenue	A-666	8
Doornek, John	421 26th street	4107	4
Dopke, M	3659 Hoyne avenue	5033	5
Dopp, Herman	48 E. Fullerton avenue	131	24
Doran, H. J	2040 38th street	A-127	5
Doran, John D	4951 5th avenue	A-646	30
Dore, John	336 W. 51st street	2200	30
Dore, R. M	1255 Blue Island avenue	3682	12
Dore, R. M	2501 Halsted street	3683	4
Dorsch, M. J	671 Holt avenue	5790	16
Dorsey, W. H	405 Ogden avenue	2981	20
Dorst, H. M	1221 Milwaukee avenue	1163	16
Dosein, Robt	166 Willow street	A-447	24
Doubek, F. J	2858 Union avenue	3567	4
Dougherty, Jas	1494 W. Harrison street	2727	13
Doussang, Louis	122 Jackson boulevard	3341	1
Dovejko, John	216 W. North avenue	A-861	16
Dowling, Jas	3600 S. Robey street	100	5
Downey, John, and Marek, E	6425 S. Park avenue	A-373	7
Downey, P. E	190 Jackson boulevard	417	1
Downs, T., and Frank	2858 Wallace street	612	4
Doyle, Mrs. Anna	4301 Lincoln street	A-566	29
Doyle, A	83 88th street	3663	8
Doyle, J. T	44 Oak street	3918	22
Doyle, Jas	2879 Archer avenue	2633	4
Doyle, Jas. J	1071 E. 67th street	1388	7
Doyle, John F	25 State street	2237	1
Doyle, Jos	116 N. May street	3402	17
Doyle, M. F	1080 W. 12th street	2968	12
Doyle, M. J	3701 Armour avenue	2784	3
Draeger, Gus	360 Clybourn place	3831	16
Dragovich, Eli	10801 Superior avenue	5794	8

Name.	Address.	License No.	Ward.
Drain, Sol	261 W. Randolph street	5357	18
Drapanes, Chas	47 S. Clark street	3692	1
Dreffein, Geo. and Wm	471 Marshfield avenue	842	15
Dreifus, Ed. A	85 Randolph street	359	1
Dreikorn, Jos	941 Blue Island avenue	4350	11
Drennan, Patrick	888 N. Ashland avenue	1193	16
Dreschler, A. and F	80 N. Wood street	3788	14
Dressel, L	899 W. Division street	751	15
Dreyer, Aug	3859 Emerald avenue	5233	5
Drielsma, A. J	376 Wabash avenue	2904	1
Drinhaus, Christ	628 W. Chicago avenue	347	15
Driscall, Jerry	1736 Wabash avenue	2385	1
Droppa, John	57 Rawson street	3731	16
Druml, Paul	559 N. Halsted street	4207	22
Drucker, Sig	447 Jefferson street	5857	19
Drury, Thos	38 N. Clark street	3833	21
Drexel Cafe Co., Inc., T. C. Tiedelke, Treas	3875 Cottage Grove avenue	5151	3
Driscoll, Chas. F	2700 Wentworth avenue	A-796	4
Drzeweicki, M	8700 Erie avenue	4714	8
Drzewiecki, Theo	30 Cleaver street	6216	17
Dubish, M	13501 Erie avenue	4572	8
Du Bois, Jos. A	361 E. Division street	5477	21
Dubsky, Jos	4958 Winchester avenue	2918	29
Duchay, John	231 Cornell street	1049	17
Duddy, M. W	9100 Green Bay avenue	5504	8
Duechting, Chr	3000 Butler street	2945	4
Duerinek, P. G	2605 111th street	796	33
Duffy, Mrs. M	5301 Dearborn street	6075	30
Duffy, M. J	356 Larrabee street	4127	22
Duffy, Neil	10600 Torrence avenue	5904	8
Duff, W. J	801 Root street	4625	30
Duffek, Marie	973 S. California avenue	936	12
Duffek, Boh	1231 California avenue	5785	12
Duggan, M. C	189 Ogden avenue	3210	20
Duggan, W. H	1185 75th street	3772	33
Duletz, C. F	403 Armitage avenue	2453	28
Dulski, A	904 W. 18th street	5841	11
Dumanowski, F	871 Blue Island avenue	2401	11
Dumanowski, Theo	961 Elston avenue	1405	16
Dunbar, M	559 Root street	6171	30
Dunn, John	6358 Cottage Grove avenue	5325	7
Dunn, Jos. R	3335 State street	A-53	3
Dunne, John E	170 Michigan street	2398	21
Dunning, Thos. T	1859 W. Lake street	4565	13
Duquesne, A	253 E. 30th street	2936	2
Durkin, J	85 88th street	5527	8
Durkin, Jas	303 22d street	3645	4
Durkin, Jas. and Murphy, Thos	3712 Cottage Grove avenue	445	3
Dusak, Jos	2955 Union avenue	5541	4

Name.	Address.	License No.	Ward.
Dusek, John	1019 Blue Island avenue	4531	11
Dushek, F. J	186 24th place	1342	4
Dusing, H. A	899 Devon avenue	2296	25
Dusold, H	343 W. Van Buren street	3640	18
Duval, Auguste	386 Dearborn street	1080	1
Dvorak, Vac	1646 W. 22d street	1545	12
Dvorak, J	516 W. 18th place	1006	10
Dvorak, Jos	2200 W. 51st street	2259	29
Dwyer, A. and Rowland, D	18 Rush street	2833	21
Dwyer, Jas. J	5453 Lake avenue	4763	7
Dwyer, M. E	6701 Stony Island avenue	4529	7
Dyche Drug Co., Jos. Trienens	64 State street	3685	1
Dykier, Frank	696 Dickson street	6170	16
Dykstra, N	10831 Michigan avenue	3450	53
Dymek, Peter	206 W. Chicago avenue	2545	17
Dzierla, Alb	1665 Hamlin avenue	A-740	27
Dziewior, Jos	1003 N. Hoyne avenue	5142	28
Eagle Vineyard Buffet, S. C. Kanter, Prop.	2029 Wabash av.	5095	1
Eandolo, J	190 W. Polk street	6111	19
Early, John	195 La Salle street	862	1
Early, M. B	10800 Torrence avenue	1900	8
Eaton, J. A	593 Van Buren street	1459	20
Ebele, Edward	292 N. State street	2199	21
Eber, Fred	1461 Lincoln avenue	2223	26
Eberhardt, Chas	11501 Michigan avenue	2170	33
Ebers, Frank	315 Root street	5340	30
Eberson, Chas	5700 Center avenue	5390	31
Ebert, Jos	3563 Ridge avenue	1359	26
Eccles, John	85 Dearborn street	2251	1
Eck, C. W	1693 N. Halsted street	3454	25
Eckhardt, N. A	448 W. Chicago avenue	234	17
Eckmann, H	1331 Milwaukee avenue	3429	28
Eckmann, M	540 W. Division street	679	15
Eckermann, Wm	6356 St. Lawrence avenue	1393	7
Edelman, Wm	684 W. North avenue	3323	15
Edelstein, Wm	227 31st street	5911	2
Edelstein, Wm	146 S. Water street	5912	1
Edelstein, Wm	210 S. Water street	2935	1
Edelweis, The, R. Ostenrieder, Mgr	104 E. Madison street	1501	1
Edgecomb, Chas. H	137 S. Canal street	2147	18
Edwards, Jas	1472 35th street	4559	5
Edwards, John	1036 N. Francisco avenue	A-671	28
Effenberger, A. E	367 W. 22d street	A-167	10
Egan, J. J	317 Austin avenue	5740	17
Egan, M. J	138 Colorado avenue	33	13
Egan, Pat	5359 Morgan street	900	29
Egan, Pat	5547 Halsted street	5928	31
Egan, Thos	1919 W. Madison street	470	13
Eger, Chas	6701 Halsted street	4600	32
Egermayer, Vac	2245 W. 47th street	2916	29

Name.	Address.	License No.	Ward.
Eggebrecht, Anton	139 28th place	1162	4
Eggers, Max	1773 N. Hoyne avenue	211	26
Eggert, W. L.	391 Hermitage avenue	999	15
Eggstein, John	477 Wells street	3773	21
Egloff, Geo	27 Austin avenue	3315	17
Elpin, A	191 Madison street	486	1
Eltman, Anton	77½ Pratt street	607	17
Ehemann, Geo. F	1047 Belmont avenue	1500	24
Ehle, A. H	6359 Halsted street	5237	32
Ehlen, Geo. H	325 Washington boulevard	5222	18
Ehlen, H. J	1164 Milwaukee avenue	2111	16
Ehlers, Henry	74 Fifth avenue	3449	1
Ehrlich, Ed	3122 Cottage Grove avenue	3930	2
Ehrlich, I	316 W. Chicago avenue	2527	17
Ehrlich, M. L	369 31st street	954	2
Ehrman, Max	5001 Princeton avenue	5058	30
Eich, Fred	1090 W. Madison street	605	13
Eicke, Fritz	285 W. Van Buren street	5236	18
Eidimt, Mrs. J	4601 5th avenue	817	30
Eidmann, Mrs. H	452 Austin avenue	3917	17
Eigeland, John	972 31st street	31	5
Eikel, Fred	363 W. 22d street	2836	10
Einbecker, Wm	4301 State street	2646	6
Eitelman, Mrs. M	500 N. Halsted street	5683	22
Ekdahl, O. H	13540 Ontario avenue	1312	8
Elger, John	863 Southport avenue	1811	26
Elias, Gust	108 W. Lake street	1355	18
Elke, Robt	1148 63d street	A-333	31
Ellis, F	11512 Front street	3355	33
Elsesser, Chas	831 W. 21st street	3641	11
Eltman, Max	769 Noble street	2447	16
Elvers, Fred	184 W. Erie street	877	17
Emma, Justus	3143 State street	3560	2
Emme, Justus	3143 State street	3560	2
Emme, W. J., and Maulella, F	247 Taylor street	5971	19
Emmons, Wm	75 Dearborn avenue	5889	21
Empire Circuit Co., J. A. Fennessy, Mgr	337 State street	1222	1
Engel, J	99 E. Kinzie street	A-224	22
Engel, John	647 W. 12th street	5259	11
Engel, Jno. H	139 S. Canal street	3618	18
Engel, Jos	103 Randolph street	4197	1
Engel, M	551 Larabee street	4689	23
Engel, Paul	186 E. Van Buren street	421	1
Engel, Wm	2836 Keeley street	A-840	4
Engel, Wm	663 W. 19th street	A-560	11
Engels, Wm	11759 Ontario avenue	5119	8
Englehardt, F. W	501 W. Chicago avenue	3112	14
Englehardt, H	189 Wells street	86	22
England, John	491 State street	1224	1
Engleking, H. F	1587 N. Western avenue	2318	28

Name.	Address.	License No.	Ward.
Englert, John	1823 W. Indiana street	5452	35
English, E. J	308 S. Halsted street	3858	19
Engwall, A. W	847 N. Clark street	A-121	23
Enk, H. J	302 Irving Park boulevard	2861	26
Eppers, M	189 Webster avenue	4382	24
Epstein, A. J	2732 State street	1138	2
Epstein, Ike	87 Halsted street	4918	18
Epstein, J. D	2826 Etate street	A-231	2
Epstein, J. D	2842 Dearborn street	4793	2
Epstein, Sam C	334 E. 29th street	1924	2
Equi, A., and Daprato, G	446 Dearborn street	4825	1
Equi, A	347 E. 37th street	4094	3
Erhardt, Geo	419 Blue Island avenue	6381	10
Erickson, Chas F	60 N. Ashland avenue	A-172	18
Erickson, Gust	77 88th street	5343	8
Erickson, John	8926 Strand	1077	8
Erickson, Mrs. M. L	2116 W. Kinzie street	4040	34
Ernst, Geo., and C	5259 Wentworth avenue	1859	30
Ernst, J. H	1678 California avenue	1908	27
Ernst, Otto	3 North Clark street	A-880	21
Erstling, Wm	152 Burling street	2642	23
Ertel, H	1067 Blue Island avenue	2858	12
Erwin, J	912 W. 63d street	4843	31
Espeland, O	273 W. Erie street	1928	17
Espeland, Ole	284 W. Ohio street	4740	17
Esslinger, C	4003 S. Ashland avenue	A-60	29
Esterub, G	110 Sedgwick street	3311	22
Eudiakis, John	4358 Wood street	253	29
Eulert, Anna	244 W. North avenue	3809	16
Eureka Club, Inc., C. Gaskin, Pres	2940 State street	5159	2
Evans, Henry	628 W. 43d street	A-725	30
Evans, R. Jones	214 Ogden avenue	A-770	12
Evans, R. Jones	522 W. 26th street	A-769	12
Evans, R. Jones	1191 Spaulding avenue	A-768	12
Evans, R. Jones	718 Loomis street	A-767	10
Evans, R. Jones	568 S. Centre avenue	A-766	10
Evans & Son, R	87 Jackson boulevard	3708	1
Evard, Louis	362½ Randolph street	3276	18
Evert, John	4340 N. Clark street	3129	25
Evert, Matt	2008 E. Ravenswood Park avenue	3921	26
Evert, Peter	1950 E. Ravenswood Park avenue	4807	26
Everts, Chas. E	8680 Vincennes avenue	1076	32
Ewald, John H	115 W. 43d street	949	30
Ezerski, A	4535 Hermitage avenue	3259	29
Faas, Henry	3634 Cottage Grove avenue	3542	3
Faber, Louis	371 5th avenue	2886	1
Faber, Jos	1548 Armitage avenue	2013	27
Fabisch, Paul	3638 Milwaukee avenue	256	27
Fadrowski, Jos	547 W. 16th street	A-356	10
Faetz, Mat	3863 N. Clark street	6004	26

Name.	Address.	License No.	Ward.
Fahey, A. J	1983 W. Van Buren street	255	34
Fahey, J. J	1997 W. Polk street	2083	13
Fahrig, Wm	159 Washington street	5097	1
Fairservice, J. W	2184 W. Lake street	1509	34
Fait, John	281 W. Randolph street	1417	18
Fait, Frank	489 N. Rockwell street	581	15
Fakan, Vac	4753 Loomis street	2258	29
Falco, John	129 Forquer street	A-171	19
Falgowski, Peter	691 W. 20th place	579	11
Falk, David	322 W. Randolph street	5673	18
Falkenberg, And	6658 State street	3312	32
Falkenstein, Jacob	604 N. Paulina street	6351	16
Fallbacher, Jos	242 E. North avenue	1328	22
Falvey, Jerry	5158 Carpenter street	A-104	29
Fanaritus, T	4846 Wentworth avenue	5162	30
Fanning, Mary A	4641 Halsted street	4156	30
Fanta, Vac	1391 St. Louis avenue	3964	12
Farley, Pat	482 S. Western avenue	4680	20
Farrell, John J	111 N. Clark street	1826	21
Farell, John	225 Halsted street	6321	19
Farrell, Jno., and Jos	168 W. Polk street	5633	19
Farrell, M. J	879 S. Halsted street	1638	9
Faul, G., and J	117 Center street	3777	23
Faul, Frank	252 S. Halsted street	5854	19
Faulhaber, John	191 W. Randolph street	99	18
Faulmann, Chas	6500 Morgan street	5274	32
Fausel, Chas	923 S. Halsted street	805	9
Fay, John C	3030 Archer avenue	6037	5
Fay, P. J	370 Fulton street	4235	18
Feeley, M. C	3159 Emerald avenue	1111	4
Feely, D	5005 S. Halsted street	1026	30
Feely, Con	4124 Dearborn street	A-158	30
Fehn, John	121 N. Clark street	1581	21
Feht, Geo	1653 N. Leavitt street	1800	24
Feind, Jos. M	284 S. Franklin street	2317	1
Feinen, John	920 Ashland avenue	A-368	11
Feiner, Jos	1058 W. 69th street	4982	32
Feinstein, M	2 Solon place	600	10
Feldkamp, Wm	412 W. Division street	A-898	16
Feldmann, P. F	401 Addison street	4957	26
Felker, P. K	863 Clybourn avenue	6173	24
Feller, Peter	49 Willow street	A-26	23
Feltgen, Henry	426 N. Halsted street	5173	22
Fencl, John	1669 W. 23d street	5649	12
Fendrych, F	721 Allport street	4659	10
Fendt, Ernst W	1707 N. California avenue	A-899	27
Fendt, O. E	66 Canalport avenue	1503	9
Fennessey, Thos	24 Fulton street	2357	18
Fenton, Ed	2744 Wentworth avenue	4284	2
Fenton, John	450 31st street	2226	2

Name.	Address.	License No.	Ward.
Ferfecki, Jos	118 W .Huron street	3462	17
Fergus, P. G	193 N. Clark street	4838	21
Ferguson, T. E., and Ensinger, H. J	1610 Wabash avenue	4553	1
Ferguson, Thos	846 119th street	5040	33
Ferrari, D	908 W. 69th street	399	32
Ferri, Chas	284 Larrabee street	1309	22
Ferris, M	617 43d street	6031	30
Fest, Otto	423 Wells street	4449	21
Fest, Otto	298 Sedgwick street	A-785	22
Festerling, Geo	479 Canal street	A-512	19
Fetscher, Val	11011 Michigan avenue	3658	33
Fiala, A	379 W. 22d street	1048	9
Fiala, Cy	552 Blue Island avenue	5576	10
Fiala, Jos	965 W. 18th place	6052	12
Fiala, L	929 W. 19th street	A-304	11
Fialkewski, K	786 Ashland avenue	4346	11
Fichter, E	670 37th street	2127	3
Fick, Henry L	38 W. 12th street	1399	9
Fick, Her	354 Wabansia avenue	1996	16
Fiedler, A. and Markert, A	6459 Rhodes avenue	580	7
Fieri, A	93 Gault court	5984	22
Filas, John	664 Centre avenue	5732	10
Filiponski, Max	78 Redfield street	5036	16
Fillio, Sany	11540 Front street	A-682	33
Filmanowicz, K	8337 Ontario avenue	A-628	8
Finan, Thos. and McGrath, Jno	626 W. Madison street	5387	20
Fink, R	100 W. Madison street	3304	18
Finkel, S. H	444 S. State street	A-65	1
Finkelberg, R	3658 Dearborn street	2462	3
Finkelstein, Harry	220 W. Lake street	A-45	18
Finkelstein, Ph	196 W. Lake street	4020	18
Finkelstein, S	153 Canal street	2458	18
Finkensieper, Carl	848 W. 119th street	2169	33
Finley, And	50 Harmon place	1137	1
Finley, Nickolas	847 47th street	A-583	30
Finley, Nic	48th and Archer avenue	1041	29
Finsted & Johnson Co., H. Finsted—A. Johnson	62 Wabash	3694	1
Finsted, H. and Johnson, A., Co	163 Washington street	3695	1
Finucane, John	3718 Western avenue	9	5
Firpach, Boh	825 Blue Island avenue	4753	11
Firpach, John	461 W. 22d street	5726	10
Fishbeck, Mrs. H	10002 Ewing avenue	5977	8
Fischer, Ed. H	3089 Milwaukee avenue	5880	27
Fischer, Geo. H	351 Wells street	5496	22
Fischer, Nate	490 N. Ashland avenue	5462	15
Fischer, P. J	583 Centre avenue	A-236	10
Fischer, Robt	4832 Archer avenue	3739	29
Fischer, Tony	145 S. Halsted street	2338	18
Fischer Wm	813 Blue Island avenue	4984	11
Fisk, A. L	824 W. 81st street	A-482	32

Name.	Address.	License No.	Ward.
Fisk, J. J	22 N. Halsted street	4554	18
Fiske, F	448 State street	4882	1
Fitman, Peter	4119 S. Ashland avenue	5414	29
Fitzgerald, Dan	2160 Carroll avenue	A-314	34
Fitzgerald, Edward	8900 Mackinaw avenue	A-665	8
Fitzgerald, H	476 W. 30th street	4098	4
Fitzgerald, H. A	1100 W. 63d street	5690	31
Fitzgerald, J. F. & Dunlop, W. R	8932 Cottage Grove ave.	3879	33
Fitzgerald, John	155 Blue Island avenue	1950	19
Fitzgerald, John	2601 Ridge avenue	A-25	25
Fitzgerald, M	1345 W. 69th street	A-267	32
Fitzgerald, M	95 Sholto street	4270	19
Fitzgerald, Rich	3801 Cottage Grove avenue	1470	3
Fitzgerald, T. Q	246 Blue Island avenue	364	10
Fitzgerald, Thos	2924 S. Park avenue	4280	2
Fitzgerald, Wm	21 N. State street	4206	21
Fitzpatrick, J. B	468 W. Erie street	A-303	14
Fitzpatrick, John E	204 Washington street	2192	1
Fitzpatrick, John E	1301 W. 47th street	2194	29
Fitzpatrick, P	211 N. Clark street	3353	21
Fitzpatrick, Wm. F	135 Wells street	367	22
Fitzsimmons, S	777 S. Washtenaw avenue	6377	12
Fisher, F. and Klein, G	86 Winnebago avenue	A-407	28
Flaherty, Thos. L	481 Austin avenue	A-838	14
Flanagan, Jas. and O	1191 Blue Island avenue	3408	12
Flanagan, P. F	802 W. 39th street	3697	5
Flanagan, Pat	275 W. Van Buren street	5398	18
Flanagan, Patrick J	691 W. 22d street	129	11
Flanagan, W. A	1258 69th street	2768	32
Flanders, E. H	4015 Ashland avenue	2455	29
Flanigan, Geo. P	3659 Wentworth avenue	2819	3
Flanigan, J,	456 32d street	1727	2
Flanigan, M	5058 Wentworth avenue	611	30
Flanigan, M. D	185 Dearborn street	4393	1
Flanigan, M. J	3037 Wentworth avenue	A-265	2
Flanley, M	703 43d street	4060	30
Flanley, M	4143 Halsted street	4061	30
Flannery, Mat	135 E. Chicago avenue	3306	22
Fleck, Chr	646 N. Halsted street	4471	22
Fleischhauer, Gust	13358 Indiana avenue	3007	33
Fleischhauer, Wm	660 120th street	3008	33
Fleischmann, Sig	13259 Ontario avenue	2589	8
Fleischmann, Jno	4007 S. Ashland avenue	4069	29
Fleishman, Robt	587 N. Ashland avenue	4623	16
Fleishman, Robt	601 W. Taylor street	6301	20
Fleming, Jno	86 W. 18th street	1689	9
Fleming, P. J	1121 Blue Island avenue	1243	12
Flens, John	1417 W. 38th street	681	5
Flentje, Hy	5201 Ashland avenue	3893	29
Flood, M. B	1100 W. 16th street	1810	12

Name.	Address.	License No.	Ward.
Florence Hotel Co., H. F. Getze, Mgr.	Watt av. and 111th st.	1101	33
Florence, Paul	6200 Halsted street	3975	31
Florian, Chas	1547 Hamlin avenue	12	34
Florian, Chas. A	740 W. Huron street	A-555	14
Florian, Frank	583 E. 32d street	5804	3
Fluck, Jacob	929 W. 22d street	5270	11
Flynn, B. J. and W. T.	44 Sherman street	3794	1
Flynn, Chas	731 Carroll avenue	4527	14
Flynn, Dennis	559 42d place	1602	30
Flynn, John	4135 Wallace street	A-34	30
Flynn, John	7607 Greenwood avenue	614	33
Flynn, Paul	1101 W. 47th street	4646	29
Flynn, Wm. L	212 Webster avenue	A-73	24
Fogarty, John	1557 W. Harrison street	A-145	13
Fogel, A	8534 Green Bay avenue	498	8
Fogel, A. A. and D. C	3837 Cottage Grove avenue	3496	3
Fogel, Fred C	2 S. Clark street	5747	1
Foley, D. P	79 S. Halsted street	3041	18
Foley, Chas	5106 Halsted street	4766	29
Foley, Jas. and Tim	40 W. Madison street	3395	18
Foley, M	610 Elston avenue	799	16
Foley, Michael	3259 Canal street	5557	3
Foley, Thos	304 Wabash avenue	3911	1
Folger, Fred	4001 Armour avenue	5352	30
Folkman, B	3759 State street	3136	3
Falschweiler, Mrs. J	2647 Cottage Grove avenue	1370	2
Folstoff, John	213 Southport avenue	188	24
Foltz, J. P	639 Wrightwood avenue	2029	24
Folz, Aug	904 Clybourn avenue	1304	24
Foote, Sam	5 Imperial court	2371	1
Forch, M	273 W. Taylor street	4696	19
Ford, A. R	1009 W. Madison street	4455	13
Ford, T	3755 Kedzie avenue	540	5
Ford, W. J	252 Centre avenue	10	19
Foreign and Domestic Product Co., Sam and Chas. Rothschild, Props	493 W. 12th street	137	19
Formaneck, Ed	867 S. Halsted street	632	9
Forrdrescher, C. J	309 31st street	A-35	2
Forster, A	257 E. Kinzie street	3604	21
Fortch, C. J	934 N. Halsted street	5577	23
Fort Dearborn Rest. Co., R. Burns, Sec	186 Clark street	6328	1
Fortelka, Frank	1379 W. 22d street	705	12
Foster & Son, E. P	9247 Commercial avenue	4011	8
Foschinbaur, L	116 N. Carpenter street	3501	17
Fosco, Chr	359 Desplaines street	6107	19
Foss, Frank J	475 W. Madison street	A-426	18
Fossum, A	897 W. North avenue	1100	28
Fox, Jno. and Schwenk, Wm	5348 Halsted street	5210	29
Fox, Luke	2009 W. 22d street	2006	34
Fox, Nick	4958 Wentworth avenue	3096	30

Name.	Address.	License No.	Ward.
Fox, Wm. A	386 Paulina street	5920	20
Foy, Michael	5443 State street	1599	7
Fozzo, R. and Boretti, Chas. and B.	1513 W. Lake street	5135	14
Fozzo, R. and Boretti, C. and B.	252 W. Madison street	5136	18
Frank, Abe	455 35th street	2081	3
Frank, Eli	3553 Cottage Grove avenue	1661	3
Frank, Geo	327 S. Clinton street	574	19
Frank, H	14 Clark street	1647	1
Frank, Harry	124 S. Halsted street	5370	18
Frank, Harry	5200 State street	1939	30
Frank, Isaac	708 W. Division street	2337	15
Frank, J. L	606 N. California avenue	5291	15
Frank, Jacob	78 N. Clark street	1725	21
Frank, Jacob	78 W. Madison street	1206	18
Frank, L	185 W. Madison street	1775	18
Frank, Leon	97 E. Van Buren street	3453	1
Frank, Leon	42 W. Madison street	5043	18
Frank, Mrs. M	284 Canal street	3763	19
Frank, M	304 Noble street	2345	17
Frank, M	105 E. Van Buren street	3042	1
Frank, Ph	93 N. Clark street	1106	21
Frank, Rozalia, J	329 Cornell street	5140	17
Frank, Wm	436 Irving Park boulevard	941	27
Franks, Chas. E	373 W. Ohio street	1808	17
Fraatz, F	9150 State street	4391	32
Frabel, Otto	199 91st street	6122	8
Frahlick, J	387 W. Madison street	1648	18
Franze, Herm	1922 Elston avenue	4509	27
Franzen, A	140 Cleveland avenue	857	22
Franzen, N	11257 Michigan avenue	3987	33
Fraser, Jas. and Stewart, Wm	211 Halsted street	5417	19
Frazzini, A	126 W. Taylor street	5336	19
Freda, Michael	390 S. Halsted street	5734	19
Freehauf, Herman	171 5th avenue	306	1
Freese, A	172 Milwaukee avenue	5945	17
Freichel, Con	3603 Honore street	585	5
Freitag, Con	1702 W. 12th street	4444	12
Freitag, John	2540 Central Park avenue	4942	27
Frenzel, Jul	256 E. Belmont avenue	1798	26
Freres, Mat	3527 N. Clark street	3920	26
Frese, John	1640 W. Madison street	961	13
Freudenberg, C. A	303 Dearborn street	2249	1
Freudenberg, Geo	149 E. 22d street	5606	2
Freud, B	2112 Archer avenue	3356	1
Freund, F. G	1663 Lincoln avenue	1262	26
Freund, Jos. Jr	758 N. Halsted street	4472	23
Freundlich, John	88 Willow street	3147	23
Frey, J. M	287 Wabash avenue	5428	1
Frey, J. M	247 31st street	5429	2
Freza, Frank	839 Blue Island avenue	A-253	11

Name.	Address.	License No.	Ward.
Frick, Jos	5858 Ashland avenue	2577	31
Fricker, John	343 22d street	2193	4
Frickinger, H. and Holznagel, H	48 W. Randolph street	3627	18
Fridrich, A	76 La Salle street	933	1
Fridrich, J	808 W. 19th street	A-207	11
Fridrich, L	157 Bunker street	709	19
Friebertshauser, Chas	202 Montrose boulevard	4411	26
Fried, E	505 Wells street	2279	21
Fried, M	170 Van Buren street	2745	1
Friedel, John, and Laser, Chas	806 Cortland street	2658	27
Friedlund, John V	138 Townsend street	5494	22
Friedman, Ad and Safran, R	4639 Ashland avenue	A-383	29
Friedman, H. J	876 Grand avenue	3436	14
Friedman, Jos	673 Austin avenue	2023	14
Friedman, Jos	2222 Wabash avenue	5303	2
Friedman, L. and Schmidt, Chas	373 Illinois street	4606	21
Friedman, Leo	322 Blue Island avenue	2822	10
Friedman, N	3201 Wentworth avenue	1656	3
Friedman, S	2942 Cottage Grove avenue	1919	2
Friedman, Sam	6000 Halsted street	A-362	31
Friedrich, A	3601 S. Morgan street	1592	5
Friedrichs, M	341 Center street	4469	23
Friel, Jas	105 Lincoln avenue	5939	23
Friel, Jos. and Mich	215 S. Centre avenue	490	19
Fries, Nic	412 Clybourn avenue	6134	23
Friis, C. M	367 Milwaukee avenue	1697	17
Frith, Dan	191 Webster avenue	4031	24
Fritzel, M. J	242 W. Randolph street	3005	18
Froelich, Ad	1486 Milwaukee avenue	1629	28
Frugoli, Jos	2360 W. Harrison street	2846	34
Frumelt, Mrs. M	2049 N. Ashland avenue	1625	26
Fruth, B. E	3801 Wentworth avenue	6016	3
Fry, John L	3022 State street	864	2
Frysztak, Jos	689 W. 20th street	5536	11
Fuchs, S	1105 W. Chicago avenue	2285	14
Fuermann, Julius	845 W. Fullerton avenue	1492	27
Fuerst, A	1153 St. Louis avenue	A-335	12
Fugina, John	588 E. 108th street	A-255	8
Full, F. F	563 S. Halsted street	132	9
Fulle, Fred	657 W. Divison street	2732	15
Fulle, Jno	172 W. Division street	1643	16
Fumosoli, E	47 E. Harrison street	685	1
Funai, O. and L	663 W. Madison street	1490	20
Funai, A. and L	804 W. Madison street	227	20
Funk, Frank	335 W. 47th street	2538	30
Funk, Geo	150 Willow street	3406	24
Furlong, Geo	442 W. Harrison street	1133	19
Furlong, M. J. and Connolly, M	156 S. Halsted street	980	18
Furth, Wm	7300 Green street	5155	32
Gabris, J. and Hamaronski, R	1151 S. Oakley avenue	1688	12

Name.	Address.	License No.	Ward.
Gacki, M	2611 Kimball avenue	5700	27
Gackowski, Thos	948 N. Ashland avenue	A-284	16
Gading Chr	1430 Clybourn avenue	1323	24
Gaebel, Ad	127 W. North avenue	473	16
Gaertig, Paul	8308 Halsted street	A-873	32
Gaffke, J	1048 N. Hoyne avenue	A-321	28
Gaffney, Pat	7849 Woodlawn avenue	1759	33
Gaffney, W. P	222 E. 22d street	4930	1
Gage Hotel Co., Wellington Hotel, A. S. Gage, Pres	232 Wabash avenue	3465	1
Gagni, George	214 E. 35th street	A-13	3
Gaines, Wm. F	2242 Milwaukee avenue	6157	27
Gallagher, B	690 Clybourn avenue	446	24
Gallagher, John	495 W. Harrison street	2004	19
Gallagher, John	335 W. Huron street	2467	14
Gallagher, Martin C	5358 Bishop street	A-629	29
Gallagher, Thos	3956 State street	2702	30
Galassini, J	1379 W. Harrison street	5415	13
Galassini, C	259 Desplaines street	6306	19
Galezewski, L	4757 Paulina street	4823	29
Gall, Geo	824 Belmont avenue	526	26
Galla, Jos	119 Augusta street	3242	17
Gallauer, Carl	641 N. Clark street	4078	21
Gallela, L. G. G	133 Ewing street	2809	19
Galligan, Thos. P	977 Milwaukee avenue	2638	16
Gallistel, M	180 106th street	6142	8
Galivan, J. A	737 Madison street	1291	20
Galkowski, D	4540 Honore street	2244	29
Galus, John	78 Wade street	5405	17
Galvin, Christ	1401 W. 103d street	A-209	32
Galvin, Dennis	7 W. Madison street	1632	18
Galvin, John J	9500 Vincennes road	A-595	32
Galvin, Peter	8800 Wallace street	A-733	32
Galvin, Peter	10660 Vincennes road	3090	32
Gamber, F. M	313 Clybourn avenue	3021	23
Gamble, John	6459 Halsted street	2597	32
Gamble, Jno. A	316 31st street	1693	2
Gamont, D	565 Canal street	1005	9
Ganey, Henry	128 E. Lake street	4983	1
Gangler, M	391 N. Ashland avenue	3294	15
Gangolf, E	6000 Carpenter street	4660	31
Gannon, Dan	1991 W. 12th street	987	13
Gannon, E. F	1860 W. Lake street	110	13
Gannon, Thos	438 S. Kedzie avenue	392	13
Gardner, Chas. L. Jr	92 W. Lake street	A-691	18
Gardner, Chas. L. Jr	213 W. Adams street	A-508	18
Gardner, H. C	12259 Michigan avenue	508	33
Gardner, Wm	2501 State street	1118	2
Garner, John	3030 State street	2191	2
Garson, I. L	6345 S. Western avenue	A-658	31

Name.	Address.	License No.	Ward.
Gartelmann, Herm	590 Ashland avenue	4800	11
Gartlan, P. J	143 E. 26th street	5329	2
Gartland, P	5165 Wentworth avenue	A-274	30
Gartland, Phil	5000 Centre avenue	A-290	29
Gartner, Fred	8858 Cottage Grove avenue	4427	33
Garvey, M. C	4500 Laflin street	5640	29
Gasch, F. Emil	122 S. Clark street	6389	1
Gasparine, John	6700 State street	1340	32
Gass, M	5517 Halsted street	2929	31
Gassick, E. L	2571 Evanston avenue	1787	25
Gassick, Ed. L	2127 Evanston avenue	A-162	25
Gast Wine Co., H. L. Holfeld, Prop	576 N. Clark street	3266	21
Gast, Wm	448 Diversey avenue	271	28
Gatto, Tony	1272 W. Lake street	1282	14
Gavelda, I	879 Blue Island avenue	2011	11
Gavolda, John	4027 Ashland avenue	4597	29
Gaynor, Thos	444 Dearborn street	4883	1
Gaynor, John	778 W. Chicago avenue	A-736	15
Gaynor, Wm	147 Canal street	2333	18
Gazzolo, A	193 N. Halsted street	1816	17
Gazzolo, Mrs. A	461 W. Madison street	6325	18
Gazzolo, Dom'k	892 W. Lake street	2121	14
Gazzolo, Mrs. E	883 W. Madison street	5508	20
Gazzolo, Frank	82 W. Madison street	1609	18
Gazzolo, Frank	1003 W. Madison street	4043	13
Gazzolo, Jno. D. and Evans, C	523 W. Madison street	1649	18
Gazzolo, L	1514 W. Lake street	1308	14
Gazzolo, L. A	744 W. Van Buren street	3876	20
Geary, M. P	13 S. Water streeet	861	1
Geczy, J	2240 Kinzie street	1012	34
Gedutis, K	4510 Hermitage avenue	4019	29
Gehrer, Henry	1457 N. Ashland avenue	1128	24
Gehri, Otto	26 Union place	2818	9
Gehring, Jos	251 Blackhawk street	4684	22
Geier, J	1374 W. North avenue	3376	35
Geis, Fred	1946 Archer avenue	5339	1
Geis, George	870 W. 21st place	3240	11
Geis, J	2172 38th street	A-820	5
Geis, Max	3829 Morgan street	2730	5
Geisen, Nic	1715 N. California avenue	2500	27
Gelder, B. C	108 La Salle street	4017	1
Genarella, John	171 W. Polk street	5741	19
Gengler, T. and M	3685 N. Clark street	1742	26
Gennetten, Chr	3265 Ridge avenue	2572	26
Gentile, M	162 W. Taylor street	5395	19
Gentz, Jno. A	14 S. Water street	2120	1
Geoghan, P. J	365 E. Indiana street	491	21
Georg, Ad	164 E. Randolph street	2656	1
George, Chas. E	3196 Elston avenue	5584	27
George, Dominick,	1857 W. 69th street	A-156	31

Name.	Address.	License No.	Ward.
Gerald Buffet Co., The, Inc., G. Miller, Mgr.	2600 State st.	5412	2
Gerber, A. J.	503 State street	2334	1
Gerber, Harry	607 Sangamon street	5725	9
Gerbig, Henry	1019 N. 51st avenue	2705	27
Gerdniskis, P. and Adamatis, J.	3338 Auburn avenue	2694	5
Gering, And	110 Dearborn street	254	1
Geringer, A.	7600 S. Chicago avenue	1087	33
Germania Cafe, The, R. Ostenrieder, Mgr.	649 N. Clark street	1506	21
Germser, Emil	54 Wells street	4609	21
Gernt, Jos	3700 S. Hermitage avenue	A-203	5
Gerrity, E. P.	52 Sherman street	2377	1
Gerrity, J. F.	4300 State street	784	30
Gerstein, H.	103 Mohawk street	4253	22
Gerten, Nic	4371 N. Clark street	4683	26
Getz, L. H.	147 Canalport avenue	4324	9
Geyer, Michael	2271 W. Harrison street	1446	34
Geyer, Oscar	1134 W. 59th street	5330	31
Ghisselli, Mrs. M.	3001 Armour avenue	6186	2
Giannoni, Frank	716 W. Van Buren street	6388	20
Gibasiewicz, P.	165 W. Chicago avenue	2503	17
Gibbons, J.	416 Blue Island avenue	6183	10
Gibbons, Thos	941 W. Madison street	4654	20
Gibney, Pat	954 W. 12th street	4611	11
Giedemann, Louis	10255 Avenue M	5893	8
Giernt, M.	3700 S. Paulina street	A-229	5
Giersch, And	416 Elston avenue	4956	16
Gierzynski, Julius	199 W. Webster avenue	4966	16
Giese, Gus	881 W. Division street	1066	15
Giese, Theo	769 Milwaukee avenue	1429	17
Giesen, F. W.	388 N. Halsted street	4072	22
Gilbert, Thos	142 Madison street	2180	1
Gilbertsen, C. J.	588 N. California avenue	5366	15
Gilblom, R.	1559 State street	5990	1
Gilbride, M.	4136 Wentworth avenue	2484	30
Gildo, Sam	135 W. Polk street	6135	19
Gilgar, Martin	6758 State street	2645	32
Gill, Frank	130 S. Peoria street	2346	18
Gillam, Wm.	212 35th street	3992	3
Gilmore, Geo. J.	608 W. Harrison street	2744	20
Gilmore, T. B.	1400 W. 59th street	2463	31
Ginalski, Jacob	13259 Houston avenue	A-718	8
Ginley, Wm. S.	1331 W. Lake street	4052	14
Ginocchio, Simon	86 Sherman street	4329	1
Ginsberg, I.	662 N. Ashland avenue	5869	11
Ginsberg, M.	91 Waller street	5463	10
Ginsburg, M.	150 S. Halsted street	1084	18
Giometti, A., and Bertini, B.	9238 Commercial avenue	5526	8
Giometti, Lino	7301 Peoria street	3900	32
Gircus, Adam	579 S. Canal street	700	9
Girdwojnis, A., and Butrim, L.	166 W. 18th street	A-82	9

Name.	Address.	License No.	Ward.
Girdzur, John	726 S. Canal street	2627	9
Giroux, Louis	11900 Michigan avenue	3065	33
Glahe Fred	84 E. Madison street	2896	1
Gleason, Tim	221 Dearborn street	5327	1
Gleeson, Edw	2483 W. 12th street	A-541	34
Glenn, John E	106 S. Jefferson street	1777	18
Glesner, John	257 Canal street	1064	19
Gliwa, G	3714 S. Wood street	2267	5
Glob, Thos	752 W. 17th street	3253	11
Glomski, Frank	S. E. Cor. Milwaukee and Central Park aves	A-633	27
Glomski, S. K	84 La Salle street	2612	1
Gloor, Wm	124 E. Kinzie street	537	21
Glosa, Aug	4258 Ashland avenue	5499	29
Glosa, P	4261 Ashland avenue	2492	29
Glowienke, R	1684 N. Albany avenue	2712	27
Glowski, Otto	12020 Halsted street	4772	33
Glueck, Geo	633 N. Clark street	1695	21
Glueck, Sig	327 Sedgwick street	2731	21
Glyssen, C. E	112 39th street	6213	3
Gniot, John	658 Dickson street	2739	16
Gnossa, Wm	80 Crosby street	3293	22
Goebel, Frank	30 W. Fullerton avenue	2057	16
Goebel, P. J	9962 Avenue L	6147	8
Goetz, C. F	108 N. Kedzie avenue	4656	14
Goetz, H	239 E. Chicago avenue	3625	21
Goetz, Jac	2056 Archer avenue	5378	1
Goetz, John	21 Michigan avenue	1195	1
Goetzinger, John	879 Lincoln avenue	A-268	24
Gohte, R	3131 Fox street	2494	5
Gold, Louis	7001 Centre avenue	2502	32
Goldberg, Abe	145 W. Madison street	4634	18
Goldberg, Abe	133 Van Buren street	3714	1
Goldberg, Ben	17 W. Madison street	2827	18
Goldberg, Harry	200 Milwaukee avenue	4012	17
Goldberg, M. A	199 E. 21st street	6006	1
Goldberg, R	288 W. Madison street	4885	18
Golden, David	683 Sheffield avenue	4794	25
Goldert, J. P	443 N. California avenue	2025	15
Goldman, A	4722 State street	792	30
Goldman, A., and W	111 Madison street	2703	18
Goldman, Sam	232 N. Clark street	4352	21
Goldman, Sam, and Dave	64 N. State street	4374	21
Goldner, L	444 Washtenaw avenue	4679	13
Goldner, P. C	567 S. Western avenue	3283	13
Goldstein, A	232 N. Sangamon street	3227	17
Goldstein, C. H	527 N. Halsted street	1771	22
Goldstein Co., E. E. Goldstein, Pres	175 Monroe street	895	1
Goldstein, H	4451 Wentworth avenue	5066	30
Goldstein, Ike	1159 63d street	4312	32
Goldstein, Jacob L	506 State street	6116	1

Name.	Address.	License No.	Ward.
Goldstein, S	4466 Princeton avenue	3885	39
Goldstein, Sig	593 Lincoln avenue	2424	25
Goldstein, Simon	198 W. 25th street	1125	12
Goldstine, Abe	5300 State street	36	30
Goldstine, J	1801 Armour avenue	151	1
Goldstine, M	156 47th street	593	30
Goldstone, S. E	1739 Milwaukee avenue	2225	28
Goldsworthy, W. R	540 N. Hamlin avenue	4788	35
Golembierski, L	22 Tell place	2543	17
Gollwitzer, John	367 Canal street	3359	19
Goodman, David	556 Jefferson street	4583	9
Goodman, H	1422 Wabash avenue	463	1
Goodman, Henry	157 47th street	2648	30
Goodman, Sarah	3191 Milwaukee avenue	5397	27
Gordon, D., and Jac	1071 Lincoln avenue	3286	26
Gordon, Henry	476 W. Randolph street	2741	18
Gordon, Julius	1107 N. Leavitt street	319	28
Gordon, N	356 W. 43d street	4066	30
Gordon, Rob	188 S. Halsted street	2222	18
Gordon, Thos	8851 Commercial avenue	2394	8
Gorecki, M	913 N. Paulina street	A-612	16
Goriwoda, John	3201 Morgan street	2586	4
Gorke, Chas	489 California avenue	5443	13
Gorlewicz, Jos	805 Dickson street	287	16
Gorney, Jos	3226 Fisk street	5028	5
Gorney, M	8524 Green Bay avenue	2314	8
Gorski, B	512 N. Wood street	A-180	15
Gorski, F. B	26 Chapin street	5404	17
Gorski, F. B	109 Cornelia street	A-417	17
Gorzynski, Frank	75 Cleaver street	1943	16
Gosden, M	185 W. Van Buren street	2136	18
Goslenowski, W	854 31st place	A-198	4
Gossmann, Fred	4029 Ashland avenue	4102	29
Gothard, Geo	3001 S. 40th court	4110	34
Gottlieb, A	723 Milwaukee avenue	298	17
Gottlieb, I	1565 Milwaukee avenue	2471	28
Gould, R. J	17 Quincy street	5094	1
Grabarski, A	692 Noble street	3326	16
Grabe, Otto	1725 W. 42d street	3434	29
Grabinski, John	1759 47th street	5029	29
Grabinski, Mary	4801 Paulina street	1454	29
Grace, Harry	206 Canalport avenue	A-647	9
Gradle, Jos	1312 W. 12th street	1743	12
Grady, P. J	314 Grand avenue	2723	17
Grady, Frank, and Mitchell, Jno	31st and Indiana avenue	1219	2
Graf, Mrs. E	3901 Halsted street	6339	30
Graff, J	1051 W. Madison street	220	13
Graham, Geo	5728 State street	4276	31
Graham, Geo	5514 State street	4275	31
Graham, Wm	134 N. May street	2728	17

Name.	Address.	License No.	Ward.
Grahovacz, Tony	8908 The Strand	6144	8
Granacki, A	8357 Superior avenue	922	8
Granakopoulos, John	342 S. Halsted street	A-354	19
Granata, P	389 S. Desplaines street	1483	19
Grand, Chas	149 E. Madison street	5087	1
Grand Pacific Hotel Co., F. Sontag	Clark and Jackson	2675	1
Grandt, John	1127 Hoyne avenue	5313	12
Graney, Mrs. T	481 Illinois street	5254	21
Grannan, John	750 31st street	307	4
Granrath, N	236 N. Clark street	3471	21
Grant, J. J	387 Dearborn street	1025	1
Graper, Wm	289 Armitage avenue	1624	28
Grassow, Ed	1746 N. Leavitt street	A-874	26
Grau, John	704 W. 14th street	6196	11
Grauel, Jos	192 E. Fullerton avenue	404	24
Graves, S. C	1544 Wabash avenue	5953	1
Grawe, Fred	775 Elston avenue	3546	16
Green, Clarence E	176 Jackson boulevard	1930	1
Green, Geo. A	107 Paulina street	5401	20
Green, Pat	1429 W. Madison street	5255	13
Great Northern Hotel, J. C. Roth, Mgr.	91 Jackson boulevard	1884	1
Great Western Wine and Liquor Co., S. Young	2327 Wentworth avenue	467	2
Greenberg, L. and Greenberg, David	1607 Wabash avenue	1183	1
Greenberg, M. and Herr, E	323 W. Madison street	A-94	18
Greengard, Ben	107 5th avenue	5297	1
Greengard, H	126 E. Lake street	4130	1
Greener, Louis	362 Milwaukee avenue	1835	17
Greeno, Tony	325 W. Polk street	A-406	19
Greeny, Fred	253 E. North avenue	1980	23
Greenspan, M	44 S. 48th avenue	44	35
Greenspan, Samuel	162 N. 48th avenue	442	35
Gregori, F. E	560 Racine avenue	4247	25
Greif, Thos	436 Milwaukee avenue	5311	17
Grein, Ben	469 W. Chicago avenue	591	14
Greno, Frank	12 S. Sangamon street	A-80	18
Gresh, John	1102 W. 48th street	5217	29
Griebenow, Wm	280 Clybourn avenue	1799	22
Griebenow, Wm	839 Clybourn avenue	4963	24
Gries, Geo. and Zink, Aug	175 S. Water street	536	1
Gries, Henry	41 E. Kinzie street	5654	22
Griesbach, John	158 Lincoln avenue	218	23
Griesbach, Otto	656 Sedgwick street	4592	23
Griffin, James	537 W. Taylor street	1966	19
Griffin, Wm	239 W. Chicago avenue	3998	17
Grimes, P. H	6300 Cottage Grove avenue	4756	7
Grimm, Gust	7045 S. Western avenue	2794	31
Grimm, Wm	939 N. Robey street	5042	28
Grinberg, W	5433 Wentworth avenue	A-382	30
Grisch, D	8901 Houston avenue	2718	8

Name.	Address.	License No.	Ward.
Groark, J. L.	3258 Wentworth avenue	2979	3
Grobert, Jul. C.	1311 Elston avenue	6095	28
Grody, Abe	240 Clinton street	1577	19
Grogan, M. B.	381 W. Van Buren street	5457	18
Grogan, Peter	121 E. 18th street	5503	1
Grommes & Ullrich, Inc., J. B. Grommes,	194 Dearborn street	1879	1
Gronbeck, H. F.	991 N. Clark street	447	23
Grosfield, E. A.	1510 W. Lake street	5742	14
Gross, B.	287 E. North avenue	142	23
Gross, E. C.	183 23d place	3440	4
Gross, H. and Grossman, S.	77 N. Clark street	A-343	21
Gross, Thos.	1850 N. Kedzie avenue	236	27
Grosskopf, Wm.	1077 Elston avenue	433	16
Grossman, I.	417 W. Division street	2115	15
Grossman, Jno. A.	2408 Lincoln avenue	1357	27
Grossman, Jos. and Sam.	1106 Lincoln avenue	3089	26
Grossman, R.	293 E. Kinzie street	A-193	21
Grossman, W.	204 Milwaukee avenue	5077	17
Groth, Harry	194 95th street	1511	8
Grubinski, Theo	751 S. Paulina street	2780	11
Gruener, E.	327 Grand avenue	902	17
Gruener, Robt	354 W. Chicago avenue	816	17
Grueger, Arnold	1637 W. North avenue	3636	27
Gruis, Geo. E.	1675 N. California avenue	139	27
Grundmann, H. and Fiedler, A.	2211 Lincoln avenue	4081	26
Grunholtz, Michael	1357 49th place	A-38	29
Gruninger, Wm.	24 E. Webster avenue	1337	24
Grunwald, Aug.	1211 Lincoln avenue	5600	26
Guagenti, Frank	68 Oak street	4266	22
Gualano, P.	390 S. Desplaines street	640	19
Guenther, Aug.	255 W. 16th street	1165	9
Guenther, Chas. F.	930 W. 20th street	4808	11
Guentzel, R.	1959 W. Madison street	3079	13
Guerin, Pat.	4825 Halsted street	904	30
Guerlich, Wm.	1338 Lincoln avenue	1568	26
Guhl, Jno. P.	3256 Archer avenue	57	5
Guido, S.	363 Desplaines street	6365	19
Guinand, John	1749 Lincoln avenue	2514	26
Guirach, Mrs. N.	3469 N. Clark street	1805	26
Gumb, P. W.	2900 State street	4970	2
Gumb, P. W.	2558 State street	4969	2
Gumbiner, J. and Caplan, Hy	116 Wells street	A-475	21
Gumbinger, S. W.	471 N. Robey street	5493	15
Guminski, P. P.	8460 Superior avenue	1180	8
Gunkel, Mary A.	782 W. 12th street	1846	11
Gunther, John	4370 N. Clark street	2347	25
Guse, Paul	469 Lincoln avenue	6125	25
Gust, Paul	1140 California avenue	2920	12
Gustafson, A.	516 W. Erie street	4148	14
Gustafson, Frank A.	5401 Wentworth avenue	1191	30

Name.	Address.	License No.	Ward.
Gustatis, Geo	1924 46th street	A-585	29
Guth, Fred	6501 Laflin street	5226	31
Gutjahr, Chas	78 Cleveland avenue	5484	22
Guttensohn, F. G	1014 W. Lake street	6074	14
Guzel, Frank	1282 N. Western avenue	A-452	28
Guzik, H. J	2101 Dearborn street	5223	1
Guzik, Jos	8701 Marquette avenue	1735	8
Haack, W. J	3001 Halsted street	4905	4
Haas, Andrew	4101 S. Halsted street	907	30
Haasl, Geo	714 Blue Island avenue	4090	11
Haberkorn, Jos. A	84 5th avenue	5828	1
Hachmeister, H	242 Orleans street	4541	22
Hack, E	519 Larrabee street	1991	23
Hackenbrock, H. and O	7500 Dobson avenue	5152	33
Hacker, Henry	111 Canal street	3001	18
Hacker, Herm	3300 S. Irving avenue	3177	5
Hackett, James	1354 Wabash avenue	358	1
Hackett, John J	1618 W. Madison street	1093	13
Hackett, Jos	3673 State street	75	3
Hadac, Frank	427 Jefferson street	2262	19
Haeger, H	1846 N. Halsted street	4473	25
Haerting, C	1790 N. Clark street	5677	25
Haeussermann, W .C	424 W. North avenue	4368	16
Hafer, John	2404 Indiana avenue	2404	2
Hagedorn, Chr	2533 Cottage Grove avenue	3914	2
Hagemann, Chas	299 W. 16th street	5567	10
Hagenbucher, Chas	2750 Irving Park boulevard	2995	27
Haggarty, F. P	452 E. 31st street	A-258	2
Hagerty, J. and Hoskins, H	3161 State street	4425	2
Hahn, Hy	1892 W. 12th street	4325	34
Hahn, Jas	7756 Jackson avenue	5334	33
Hahne, Fred	95 W. Harrison street	5193	19
Hahne, Gust	1136 S. Oakley avenue	A-168	12
Hahne, John C	2 Roscoe boulevard	4693	26
Hall, P. R	724 W. Van Buren street	1168	20
Hall, F. S	140 E. 22d street	1839	1
Hall, Geo. F	642 81st street	2766	32
Hall, Jos	603 Fullerton avenue	4952	28
Halberg, John	16 Milton avenue	123	22
Hale, Catherine	4424 State street	A-723	30
Halfmann, Mrs. H	123 Canalport avenue	1504	9
Halibozek, Jacob	1385 38th place	683	5
Haling, C. F	41 Howe street	3515	23
Hallgren, Mrs. John	809 Elston avenue	3721	16
Haller, Geo	950 Grand avenue	1466	14
Hallinan, Frank	2822 Archer avenue	3949	4
Hallinan, T. and J	243 W. North avenue	289	16
Hallmann, Al	341 Ward street	219	24
Hallowed, M. and O'Hara, M	85 Monroe street	1096	1
Halperin, Ad	873 Milwaukee avenue	5885	16

Name.	Address.	License No.	Ward.
Halpin, John	3501 Cottage Grove avenue	5801	3
Halterman, Dan	958 Belmont avenue	4347	26
Haluska, John	99 W. 18th street	5530	9
Halvorsen, Chas	932 Sheffield avenue	4372	25
Halverson, P. and Debes, C	925 W. Division street	2914	15
Halyko, M	2058 48th street	4835	29
Hamar, A. A. and Duffy, D. E	471 S. Robey street	2832	11
Hamel, Nic	467 W. Chicago avenue	5521	17
Hamilton, Jas. A	801 Rockwell street	A-565	12
Hamilton, Wm	2 Wells street	3717	21
Hamler, A	255 W. Lake street	2212	18
Hamm, Mrs. Fannie	150 E. North avenue	1164	22
Hamm, John	809 Blue Island avenue	1054	11
Hanafin, Peter	838 W. Harrison street	2431	20
Hanock, L. and Chanoch, Wm	425 State street	2341	1
Hand, E. K	7000 Stony Island avenue	5363	7
Handzell, John	257 W. Chicago avenue	6120	17
Hanekamp, F	347 100th street	5976	8
Haney, J. A	4725 Halsted street	6149	30
Hanglin, Jos	345 E. 37th street	5618	3
Hanke, E	772 W. Taylor street	5158	11
Hanke, Wm	602 Wellington street	A-527	24
Hankes, Mrs. Jno	2525 S. Halsted street	1692	4
Hanket, M	196 Walnut street	2917	14
Hanley, A. and M	2500 Archer avenue	A-337	4
Hanley, E. J	625 W. Harrison street	A-159	20
Hanley, M. J	179 55th street	4439	7
Hanley, P. J	3001 Archer avenue	291	5
Hanlon, Jas	719 43d street	2167	30
Hann, E	338 Clybourn avenue	6140	23
Hannah & Hogg, Inc., A. D. Hannah, Pres	108 Monroe street	A-197	1
Hannah & Hogg, A. D. Hannah, Pres	222 Clark street	5200	1
Hannah & Hogg, A. D. Hannah, Pres	126 Randolph street	5199	1
Hannah & Hogg, A. D. Hannah, Pres	189 Dearborn street	5202	1
Hannah & Hogg, A. D. Hannah, Pres.,	188 W. Madison street	5204	18
Hannah & Hogg, A. D. Hannah, Pres	28 Plymouth place	5205	1
Hannah & Hogg, A. D. Hannah, Pres	151 Randolph street	5206	1
Hannah & Hogg, A. D. Hannah, Pres	43 Randolph street	5207	1
Hannah & Hogg, A. D. Hannah, Pres	296 State street	5208	1
Hannah & Hogg, A. D. Hannah, Pres	307 Wabash avenue	5209	1
Hannion, Steve	4637 Laflin street	2635	29
Hanrahan, Ed. J	3715 W. 51st street	2777	29
Hanrahan, J. R	37 Hope street	6261	19
Hanrahan, Thos	362 Blue Island avenue	4761	10
Hanrahan, Wm	3458 Cottage Grove avenue	2787	3
Hanratty, Jas	567 W. 12th street	3528	19
Hansch, Chas	143 Dayton street	1555	23
Hanske, Chas. F	493 Elston avenue	2284	16
Hansen, A	102 Orleans street	329	22
Hanson, Adolph	8900 Green Bay avenue	A-16	8

Name.	Address.	License No.	Ward.
Hanson, Mrs. A. M.	2640 Irving Park boulevard	4158	27
Hansen, B.	733 W. 119th street	2058	33
Hansen, B. A.	53 N. Ashland avenue	5840	14
Hanson, Chas. L.	324 Milwaukee avenue	3264	17
Hansen, E.	137 W. Erie street	4615	17
Hansen, E. P.	5959 State street	1713	7
Hansen, Frank	270 Sedgwick street	4694	22
Hanson, H.	7601 Cottage Grove avenue	5248	33
Hansen, H.	663 N. Leavitt street	623	15
Hanson, H. E.	297 W. Ohio street	4217	17
Hansen, H. R. C.	6958 Stony Island avenue	5111	7
Hanson, Mrs. J. B.	2051 N. Clark street	520	25
Hanson, Jacob	1015 N. Kedzie avenue	3054	27
Hanson, John	264 Augusta street	3047	15
Hanson, M. and Henderson, C.	244 S. Water street	4373	1
Hanson, M.	1326 Belmont avenue	1691	25
Hanson, N.	259 Orleans street	3022	22
Haraburda, Jos.	3335 Mosspratt street	5581	5
Haran, Thos.	446 W. 12th street	4856	10
Harbut, M.	784 W. 18th place	3272	11
Harding, John P.	135 E. Van Buren street	972	1
Hardow, Wm.	1012 W. 21st street	3744	12
Hardt, F.	71 Southport avenue	2629	24
Hardtmann, Chas.	1106 Milwaukee avenue	4388	16
Hardy, Frank	120 E. Randolph street	6272	1
Hargaden, Tom	2504 Archer avenue	92	4
Harhan, Jas. and Patrick	3658 Union avenue	A-48	5
Harmacek, Jos.	4756 S. Honore street	1476	29
Harmacinski, I.	8841 Escanaba avenue	846	8
Harmening, C.	1771 Milwaukee avenue	998	28
Harmon, G.	2410 Kensington avenue	3439	33
Harmon, Geo.	4835 Halsted street	206	30
Harney, V. R.	775 Colorado avenue	5550	13
Harold, B. W.	458 36th street	5798	3
Harper, John	481 W. Ohio street	1863	14
Harper, D. and Horndorf, Chas.	1367 N. Clark street	1249	25
Harpman, S.	1225 W. 59th street	3867	31
Harrigan, John J.	214 E. 31st street	5597	2
Harrigan, Jno. J.	3035 State street	5596	2
Harrington, John	89 Desplaines street	5585	18
Harrington, Jos. & Co.	9210 Harbor avenue	2103	8
Harrington, M.	6852 Ashland avenue	6064	31
Hartigan, Jas.	959 W. 38th street	A-71	5
Hartkopf, Frank	1784 N. Halsted street	5169	25
Hartl, John J.	10744 Torrence avenue	A-309	8
Hartman, Jos.	275 35th street	4601	3
Hartman, L.	6703 Madison avenue	353	7
Hartmann, John and Geo.	1308 75th street	5108	33
Hartmann, Wm.	244 Madison street	1169	1
Hartnett, John F.	2897 Archer avenue	5376	4

Name.	Address.	License No.	Ward.
Hartung, Geo	449 Austin avenue	1062	17
Harvey & Son, S. T	153 5th avenue	4532	1
Hartwig, John	106 E. North avenue	49	22
Hasek, Thos	644 S. Centre avenue	A-708	10
Hasenbein, Hy	1114 Armitage avenue	3845	27
Hass, John H	13356 Ontario avenue	A-946	8
Hassler, Louis	636 Racine avenue	443	25
Hastings, Wm	125 N. Clark street	2714	21
Harris, Al	1602 Wabash avenue	4921	1
Harris, B	3610 State street	6206	3
Harris, E. A	9010 The Strand	5836	8
Harris, H. I	2106 State street	3476	1
Harris, Jac	206 Colorado avenue	1961	13
Harris, Jacob	45 W. Lake street	4790	18
Harris, M	225 Morgan street	5189	19
Harris, M	209 26th street	1478	2
Harris, Sam	528 Jefferson street	3053	9
Harris, Sam	290 E. North avenue	1566	22
Hart, H. P. and Gehring, Wm	120 Wells street	4389	21
Hart, John	5631 Halsted street	5655	31
Hattendorf, Hy	6759 S. Halsted street	1645	32
Hattendorf, John	6656 S. Halsted street	5001	32
Haug, John K	896 N. Albany avenue	A-593	28
Haury, Chas	1848 W. 16th street	A-327	34
Hauschild, R	122 E. Kinzie street	222	21
Hauser, F. W	199 Lewis street	1327	24
Hauser, Vaclav	4742 Goodspeed street	A-21	29
Hausler, Wm	3863 Cottage Grove avenue	1876	3
Hausman, S	542 E. Division street	494	22
Hauswald, Hugo	548 Belmont avenue	A-875	26
Hauswirth, John	2522 Lincoln avenue	469	27
Haver, John D	7059 State street	2772	7
Havlin, Jas	295 W. 21st street	6000	10
Hawkinson, Chas	80 N. Centre avenue	602	17
Hawkinson, Gust	294 E. Division street	1350	22
Hawkinson, John	2367 115th street	4450	33
Hawkinson, P. O	68 Vedder street	2343	22
Hawryla, Jos	356 N. Carpenter street	3366	17
Hauger, John and Gasper, L	1008 119th street	3072	8
Hayes, Mrs. C	68 E. 29th street	3219	2
Hayes, Dennis W	4123 Wentworth avenue	A-656	30
Hayes, D. W. and McMahon, P. J	4122 Wentworth avenue	2179	30
Hayes, M. M	577 Grand avenue	3828	14
Hay, Geo., Mngr	236 Fifth avenue	4428	1
Hay, Jas	183 Jackson street	5372	1
Hay, Jas	253 LaSalle street	A-222	1
Hayden, David	1201 W. 47th street	A-589	29
Hayden, P. J	12½ 5th avenue	1590	1
Headley, Jos	2802 Milwaukee avenue	141	27
Headley, R	639 Diversey street	2302	27

Name.	Address.	License No.	Ward.
Healey, Frank A	2833 Archer avenue	1109	4
Heally, J. J	436 47th street	945	30
Healy, Frank	3500 Emerald avenue	A-77	5
Healy, J. G. and Aselin, G. W	546 W. Lake street	5620	18
Healy, Jas	19 Rush street	2901	21
Healy, M. J	89 88th street	5897	8
Healy, Martin	8103 Vincennes avenue	4845	32
Healy, Mike D	376 Morgan street	A-568	19
Healy, Wm	3856 Union avenue	231	5
Heaphy, P	146 E. Superior street	3693	22
Heath, Henry	11504 Front street	3013	33
Heathcock, John	323 92d street	4950	8
Hebel, Felix	153 Cleaver street	3862	16
Heberlein, Augusta	202 Rush street	4330	21
Heck, Geo	41 N. State street	3016	21
Hedderman, Jno	734 Canal street	4400	9
Heffernan, John J	1359 S. 4t0h avenue	5995	34
Hefle, Louis	1928 Lincoln avenue	2816	26
Hegel, R	1489 Milwaukee avenue	4296	28
Hehr, Fred	9601 Ewing avenue	1450	8
Heidbrink, Geo. E	172 N. Clark street	5180	21
Heidel, Fred	369 W. 22d street	5713	10
Heidelberg Garden Co., Inc., J. E. Emrich, Pres.	884 E. 51st st.	136	7
Heiden, Ludwig	181 Lake street	A-834	18
Heidenreich, Frank	401 W. 18th street	3957	10
Heidschmidt, Aug	548 W. 21st street	4795	11
Heim, A	257 Belmont avenue	1261	24
Heim, Peter	400 Irving Park boulevard	64	26
Heintz, Chas	20 N. State street	1361	21
Heintz, Fred	4816 Ashland avenue	4841	29
Heinz, H	1311 W. Fullerton avenue	2811	27
Heirick, Paul	225 92d street	1156	8
Heise, Aug	10250 Vincennes road	1441	32
Heise, F	2949 Elston avenue	2448	27
Hejna, Frank	1240 W. 21st street	1543	12
Helbach, Jacob	3459 Cottage Grove avenue	2152	3
Helbach, Thos	61 Eugenie street	4815	23
Held, Henry	2140 W. 26th street	1053	34
Held, Wm	603 S. Jefferson street	A-815	9
Held, W	471 S. Canal street	A-825	19
Helegda, Jas	4340 Ashland avenue	3263	29
Hell, Alois	20 Fisk street	1232	10
Hell, Peter	2384 115th street	3555	33
Heller, Geo. and Wohlgemuth, A	233 Wabash avenue	530	1
Hellriegel, H. and Schaake, L	55 N. Clark street	2957	21
Helm, Ernst	469 N. Paulina street	1134	15
Helmer, Theo. R	5426 Wentworth avenue	2786	30
Helminiak, Jos. F	50 LaSalle street	2949	1
Helmkamp, H. J	189 E. Lake street	2733	1
Helmreich, Jos	3449 S. Halsted street	5566	5

Name.	Address.	License No.	Ward.
Hels, Wm	956 N. California avenue	4260	28
Hellyer, R. S	2094 38th street	2037	5
Hemmerli, Jacob	112 Madison street	926	18
Hemming, N. A	1227 Belmont avenue	567	25
Hempel, Chas	509 N. Paulina street	4424	15
Hemstead, Geo	911 Sheffield avenue	1360	25
Henry, J. E. and Considine, John	521 W. Madison street	A-917	18
Henry, Jas	2644 Fifth avenue	5727	2
Henry, John	2007 W. Madison street	5449	34
Henry, Mrs. Kate	498 31st street	5547	4
Henry, Robt	777 Grand avenue	A-664	14
Henry, Pat	6801 Centre avenue	6063	32
Henderson, M. R	1463 W. Polk street	5985	13
Hendricks, Jack	363 W. Randolph street	A-679	18
Hendricks, Jack	352 Austin avenue	4147	17
Hendrickson, Peter	314 E. Division street	323	22
Henman, D. J	860 W. North avenue	2372	15
Henn, A. and Gabler, J	3801 Morgan street	A-911	5
Henn, A. and Gabler, J	930 37th place	A-696	5
Henn, A. and Gabler, J	1735 42d street	A-684	29
Henn, A. and Gabler, J	4857 Bishop street	A-685	29
Henn, Wm	100 W. Randolph street	1739	18
Henneberry, David	529 Halsted street	5866	9
Henneberry, M. T	1115 Blue Island avenue	4586	12
Hennegan, John	113 39th street	958	30
Hennessey, Thos	915 W. 51st street	1902	29
Hennig, Herm	169 Center street	3292	23
Henning, A. J	5859 Halsted street	3113	31
Henning, E	226 92d street	697	8
Hennings, Chas	938 S. Western avenue	4705	12
Hennings, Fred C	2857 S. 40th court	4123	34
Hennings, Wm	305 Clybourn avenue	A-669	22
Hennum, L	233 N. Ashland avenue	A-336	14
Henrichs, Chas	61 W. Erie street	1127	17
Hensel, J. R	875 Fulton street	6265	14
Henseler, H	1076 S. Leavitt street	1690	12
Hentges, Theo. J	731 Southport avenue	641	24
Hepner, Robt	368 W. 12th street	2073	10
Herald, John	159 La Salle street	547	1
Herbst, Aug., and Trompeter, F	123 S. Clark street	315	1
Herbst, Aug., and Waldmann, S	195 E. Madison street	A-33	1
Herdrich, F. H	127 E. Chicago avenue	1495	22
Herdrich, H. A	169 E. Chicago avenue	1744	22
Herdrich, L. W	48 E. Chicago avenue	1124	22
Herget, Con	102 W. 18th street	3904	9
Hering, Fred	719 W. Erie street	4613	14
Herlan, Ed	193 E. 22d street	2988	2
Herlan, Wm. F	2128 State street	6205	1
Herlihy, Dan	218 Halsted street	4648	19
Hermann, Christine	611 N. Halsted street	A-716	22

Name.	Address.	License No.	Ward.
Herman, Jos	373 W. 25th street	776	12
Herman, Max	201 Washington street	1480	18
Hermann, Anton	1732 Sherman place	807	25
Hermann, John	345 Clybourn avenue	3719	23
Hermanski, M	8558 Superior avenue	A-190	8
Hermansen, J	3858 State street	5554	3
Hermanson, S	1507 Elston avenue	587	27
Hermestroff, M., and Stark, N	234 Madison street	6369	1
Hero, Alfred	105 88th street	983	8
Herrmann, Chas	594 Sheffield avenue	2409	25
Herrmann, R. B	637 W. 13th street	5038	10
Herschman, Louis	3408 Archer avenue	4313	5
Hertel, Fred	4275 Milwaukee avenue	1296	27
Hertha, Mrs. Anna	3257 Wall street	3943	5
Hertrich, Chas	477 Milwaukee avenue	2922	17
Herzog, Franz	1211 N. Halsted street	1200	25
Herzog, Geo	95 Clybourn place	63	24
Herzog, Wm	72 N. Desplaines street	A-570	18
Herzog, W	427 W. Van Buren street	3648	20
Heslip, Ed	253 N. Clark street	A-542	21
Hess, B., and Baumann, R. C	294 S. Clark street	1922	1
Hess, Chas. W., Jr	52 Sheffield avenue	3595	23
Hess, L. J	182 31st street	3251	2
Hesse, Frank L	1920 Wabash avenue	5302	1
Hesse, Henry	895 N. Western avenue	5672	28
Hester, Edward	136 S. Water street	925	1
Hettinger, W. H	28 W. Division street	2725	16
Heuchling, Herm	1584 N. Clark street	A-621	25
Heumos, Alois	4101 N. Clark street	2504	26
Heuser, Mrs. J	93 N. Ada street	5940	18
Hevrdejs, Jos	363 W. 20th place	A-372	10
Hevrdejs, Jos	846 Allport street	A-945	10
Hexter, Ike	20 E. Madison street	1685	1
Heyman, D. A	6700 Jackson Park avenue	4050	7
Heyman, Harry	342 W. Randolph street	A-901	18
Heyna, St	999 31st place	2497	5
Hezel, H	179 E. Ohio street	4238	21
Hickey, John	1134 69th street	4757	32
Hickey, Jno., and Farrell, A	161 N. Paulina street	4433	14
Hickey, Jos	1650 W. 12th street	4379	12
Hickey, R. P	999 W. Madison street	5921	20
Hickey, T	6031 Halsted street	6246	31
Hiernoymous, A	9th Fl. Pullman Bldg., Adams and Michigan avenue	1886	1
Hight, Geo	5050 State street	5810	30
Hight, W. J	835 Root street	4546	30
Hill, Chas. P	2449 N. 48th avenue	5298	27
Hill, Wm	660 N. Clark street	662	21
Hildebrand, Henry	259 Cleveland avenue	3898	23
Hildreth, F. B	43 Jackson boulevard	2178	1

Name.	Address.	License No.	Ward.
Hilf, Ed	1489 N. California avenue	1720	28
Hilkman, Aug	123 Wells street	942	22
Hildebrand, J	650 W. 21st street	4591	11
Hiller, Al	3101 Cottage Grove avenue	1829	2
Hiller, Jos	2126 Wabash avenue	5714	1
Hillinger, Ph	1357 Belmont avenue	5892	25
Hillmans, Edw. W. Hillman, Secy	112 State street	2783	1
Hillstrom, David	1641 N. Clark street	3922	25
Hilt, Peter	1374 Lincoln avenue	6178	26
Hines, J	7600 Greenwood avenue	4992	33
Hinkamp, F. J	5452 Lake avenue	1225	7
Hinrichs, Wm	546 W. Chicago avenue	196	15
Hippchen, P. J	399 Larrabee street	4909	22
Hirsch, H. R	679 Fulton street	3125	14
Hirsch, Herman	3000 S. Canal street	1749	4
Hjarsen, Otto A. P	657 N. Western avenue	A-681	15
Hladovec, Jos., and Malezan, V	1836 Ogden avenue	A-98	34
Hladny, R	896 W. Madison street	355	20
Hlaftur, John	13530 Ontario avenue	2590	8
Hlava, B	1574 W. 22d street	1544	12
Hlava, Chas	1188 S. Homan avenue	A-150	12
Hlavacek, Frank	776 Loomis street	910	10
Hlavacek, J	52 Emma street	294	17
Hlavka, Jos	835 S. Ashland avenue	2966	11
Hlavaty, F	614 W. 26th street	1578	12
Hobson, A. J	17 E. 26th street	A-692	2
Hobson, A. J., and Brolette, A	55 River street	3020	1
Hochner, Jos	1491 Milwaukee avenue	A-847	28
Hochstetter, J	7838 Stony Island avenue	430	33
Hodnett, W. F	1447 Armitage avenue	2016	27
Hoefle, Leo	1500 S. 44th avenue	3499	34
Hoegeman, Wm	338 Dearborn street	4199	1
Hoeger, Mrs. E	730 Lincoln avenue	5098	24
Hoehn, Chas. H	214 North avenue	3732	22
Hollerich, John	186 Washburn avenue	2869	10
Hoelscher, Fred	615 S. Paulina street	5720	11
Hoeni, John	814 E. Belmont avenue	5926	26
Hoerdt, L	2 E. Belmont avenue	1988	26
Hoerger, Wm	3247 S. Morgan street	146	4
Hoey, John T	284 W. Madison street	5141	18
Hofbrau, The, R. Ostenrieder, Mgr	118 Monroe street	1502	1
Hoff, John	660 Halsted street	5192	9
Hoff, John D	479 Milwaukee avenue	A-96	17
Hoff, Mat	148 Willow street	4250	24
Hoffart, John	86 W. North avenue	6267	16
Hoffman, Andrew	45 Fay street	337	17
Hoffman, Fred	127 La Salle street	3262	1
Hoffman, Frank	1083 N. Halsted street	2566	23
Hoffman, Jos	754 W. 17th street	2781	11
Hoffman, M	1139 Milwaukee avenue	1091	16

Name.	Address.	License No.	Ward.
Hoffman, P. L.	986 W. 13th street	655	11
Hoffman, Sam	3265 Archer avenue	A-308	5
Hofmann, Geo	637 N. Hamlin avenue	A-794	35
Hofmann, Geo	102 N. California avenue	A-795	14
Hoffman, St	863 N. Clark street	5214	23
Hofmann, John	7514 Dobson avenue	3574	33
Hofmeister, Henry	936 N. Halsted street	2509	23
Hogan, Dan	2114 W. 12th street	1933	34
Hogan, Geo	23 S. Desplaines street	4055	18
Hogan, M	4368 N. Clark street	748	25
Hogan, Malachy	27 Quincy street	4170	1
Hogan, Thos. J	662 12th street	3745	11
Hogg, Geo. L	4169 Halsted street	3486	30
Hohlbein, Jas	650 W. Madison street	A-199	20
Hokens, A., and Strand, A	2376 115th street	4292	33
Holeman, Rose	8914 Green Bay avenue	5232	8
Holek, F. M	106 De Koven street	6109	19
Holfeld, Hy. E	694 Wells street	3738	23
Holg, Chas	2562 Halsted street	2466	4
Holland, Fred	278 Wabash avenue	1460	1
Holloran, John	121 Orleans street	2367	22
Hollowed, J	39 E. Adams street	2150	1
Holly, M	1380 W. Harrison street	3997	13
Holly, Pat	1274 W. Van Buren street	2987	13
Holmes, John	1319 Ogden avenue	1813	12
Holmes, M	3701 Lowe avenue	6172	5
Holmstrom, C	932 W. 20th street	608	12
Holohan, Chas	745 N. Robey street	2208	15
Holohan, M	1615 W. North avenue	A-371	27
Holohan, M	8 Dock street	2912	1
Holst, Peter, and Engels, G. A	258 W. Erie street	A-500	17
Holter, P., and Hansen, M	28 N. 48th avenue	4045	35
Holtz, Wm. C	380 S. Western avenue	6112	20
Holub, Anton	122 W. Randolph street	2709	18
Holub, Frank	437 W. 18th street	1132	10
Holzapfel, Mrs. H	562 W. Division street	1131	15
Home Catering Co., Geo. B. Weaver, Pres	175 E. Adams street	A-562	1
Hommel, Frank	270 Hudson avenue	A-298	23
Honsa, John	671 Throop street	5999	10
Honsik, Jos. T	1152 St. Louis avenue	2801	12
Hookanson, N. J	1737 N. Clark street	519	25
Hoover, E. B	2381 Kensington avenue	4907	33
Hapfner, Chas	262 Clybourn avenue	6307	22
Hopkins, R. H	1935 State street	2849	1
Hopkinson, John G	1861 Harrison street	2033	13
Hopp, Alois	4701 S. Robey street	A-929	29
Hopp, Eman	1956 W. 47th street	5060	29
Hoppe, A	3658 S. Wood street	2560	5

Name.	Address.	License No.	Ward.
Hoppe, Chas	843 Elston avenue	3765	16
Hoppenrath, M	284 Augusta street	5814	15
Horan, Edw	255 Halsted street	4064	19
Horan, J. L	669 W. Van Buren street	A-381	20
Horan, Jno. J. and White, J. M	290 S. Halsted street	4397	19
Horky, Jos	1268 W. 20th street	A-644	12
Horn, H. J	13357 Indiana avenue	3243	33
Horn, J. C. and Hall, F. M	13503 Erie avenue	A-521	8
Horn, J. C. and Taggart, O	9168 Harbor avenue	4155	8
Horn, Wm	27 Erie street	1305	22
Hornburg, Chas	2749 W. 43d street	4549	29
Horrie, Chas. R	52 State street	684	1
Horrigan, Jas	531 Austin avenue	159	14
Hornung, John	547 Dickson street	4047	16
Hotchkiss, Chas	1608 W. Madison street	1711	13
Hottinger, Jos	8530 Vincennes road	4116	32
Houlahan, J. J	125 W. 43d street	3624	30
Houlihan, Pat	8034 Parnell avenue	2491	32
Houseman, F. and Michelson, M	784 W. Madison street	5120	20
Houska, Jos	76 Ashland street	4007	12
Houston, J	3958 State street	674	30
Hoven, Tillie	483 Wells street	5058	21
Hovorka, Ed. and John	55 Fisk street	1537	10
Hradecky, Frank S	2058 W. 51st street	2771	29
Hrdalo, Nick	132 W. Madison street	A-22	18
Hronek, John	1315 W. 18th street	4122	12
Hrubec, John	1834 W. 51st street	4134	29
Hruby, A	1239 S. Troy street	2260	12
Hruby, Karel	70 Fisk street	A-947	10
Hruska, Jos	4741 S. Loomis street	717	29
Hubel, Phil	2243 Wentworth avenue	148	4
Huber, Gust	4801 Loomis street	2289	29
Hubert, Jos. and Miller Wm	312 E. 22d street	A-791	1
Hubka, Anton	749 Halsted street	4727	9
Huchthausen, B	22 Lomax place	3710	1
Huck, Frank	6456 Morgan street	3952	32
Hudson, John T	603 31st street	A-941	4
Huebner, Gust	711 W. 21st street	2735	11
Huebner, Herm	1107 California avenue	3688	12
Huebner, Wm	6600 State street	2697	32
Hueske, Gust	140 92d street	6145	8
Huff, Fred	4103 Archer avenue	A-31	29
Hufnagel, A	1203 W. North avenue	2129	27
Hughes, Jas	51 Madison street	108	18
Hughes, M	1501 W. 63d street	A-557	31
Hughes, M	3800 Halsted street	277	5
Hughes, Pat	430 Dearborn street	A-950	1
Hughes, P. A	152 35th street	2850	3
Hughes, Steve	274 E. 35th street	4892	3
Hug, A. and Albright, W	102 N. Branch street	A-398	22

Name.	Address.	License No.	Ward.
Hugo, Robt	3105 Grand avenue	6088	27
Huhn, Frank	4511 Wentworth avenue	3371	30
Huhn, Gust	921 W. 71st street	3556	32
Humbold, Gus	22 E. Polk street	5829	1
Hummitzch, F. E	361 W. Polk street	A-18	19
Hundrisser, Chas	148 Bissell street	512	23
Hunkeler, Alois	149 S. Clinton street	1287	18
Hunnerbein, W. L	458 47th street	316	30
Hunsacker, A. J	82 Washington street	4923	1
Hunsinger, Mrs. W. F	1203 Lincoln avenue	2999	26
Hunt, Ed	259 Clybourn avenue	4507	22
Hunt, F. and Meyers, Wm	4036 State street	3350	30
Hunt, Frank	151 Canal street	1039	18
Hunt, Rudolph	6923 Stony Island avenue	929	7
Hunt, Wm	4758 Laflin street	6083	29
Hunter, J. W	365 5th avenue	4198	1
Huppeler, Wm. H	110 Washington street (basm't)	260	1
Hurley, M. J	1211 W. 47th street	5668	29
Hurley, Robt. M	3726 Archer avenue	A-14	5
Hurt, Jos	963 W. 19th street	1016	12
Hurtig, Aug	121 W. 22d street	3173	9
Hurst, Jas	1718 Armitage avenue	3377	27
Hurst, Jno	91 Blue Island avenue	1969	19
Huseby, Axel	634 N. Humboldt street	4103	28
Huska, S	239 N. Springfield avenue	544	35
Hussey, Edw	1219 W. 16th street	4256	12
Hust, Aug	308 Racine avenue	3451	25
Hust, Henry	735 35th street	278	5
Huttner, B. J	116 W. Madison street	4141	18
Huttner, Ben. J	104 E. Van Buren street	2365	1
Hynes, E. J	542 S. 48th avenue	3533	35
Hynes, Mike	2101 Archer avenue	1747	1
Hynes, Pat	1253 W. 47th street	6131	29
Hybl, Joseph	1024 W. 18th street	1149	12
Hynek, Jerry	586 Laflin street	6053	10
Iaccheri, P	441 W. Taylor street	1971	19
Idzelevicz, K	999 34th place	1532	5
Iglewski, Jos	620 Elston avenue	2541	16
Ihde, Wm	792 S. Halsted street	103	9
Iler, D. W	18 S. Clark street	2201	1
Illinois Club, A. N. Marquis, Pres	154 Ashland boulevard	5437	20
Imbiorski, Jos	74 Emma street	2878	17
Imgruet, Jos	9463 Cottage Grove avenue	3056	33
Ingrisch, Jos	2311 Wentworth avenue	3750	4
Inman, S. C	889 Ogden avenue	2005	12
Inskip, Ed	877 W. 14th street	3578	11
International Hotel Co., Inc., Max Terchr, Treas.	266 Clark st.	1431	1
Inter State Hotel Co., E. Criley, Lexington Hotel	22d and Michigan avenue	4732	1
Iossa, Peter	181 E. 19th street	1015	1

Name.	Address.	License No.	Ward.
Irondale Buffet Co., F. J. Kohn, Pres.	10900 Torrence ave.	3063	8
Isaacson, Chas. A.	562 E. 108th street	A-557	8
Ischinger, Chas	476 Fulton street	1140	18
Ivanich, John	3162 Ashland avenue	3861	5
Iwaskiewicz, O	3347 Morgan street	2043	5
Iwaskiewicz, R. S	3342 Fisk street	4878	5
Izzard, Jas	2344 Cottage Grove avenue	4339	2
Jackson, A	2936 State street	2076	2
Jackson, C	298 W. Lake street	6200	18
Jackson Catering Co., The, J. J. Doherty, Sec	5556 Lake avenue	5072	7
Jackson Hotel Co., Inc., Wm. Hogan, Pres.	166 Halsted street	4867	18
Jackson, John	124 N. Crawford avenue	5321	13
Jackson, Wm. E.	1988 W. Lake street	1238	34
Jacobs, Fred	479 W. Lake street	4071	18
Jacobs, John	125 Clybourn avenue	4295	22
Jacobs, S	83 Clybourn avenue	3308	22
Jacobs, S	133½ W. Madison street	A-221	18
Jacobs, Sarah	1545 State street	A-529	1
Jacobs, Sam	161 Milwaukee avenue	5466	17
Jacek, Al	278 Wabansia avenue	A-444	16
Jacob, A	1429 State street	4153	1
Jacob, John G	2160 W. 26th street	2951	34
Jacob, L. H	1609 Lincoln avenue	3078	26
Jacob, Ph	3600 Dearborn street	4041	3
Jacobsen, H	517 California avenue	A-462	15
Jacobson, Gus	675 W. Lake street	A-292	14
Jacobson, John	780 N. Artesian avenue	1202	15
Jacobson, John M	901 N. Washtenaw avenue	1175	28
Jacobson, M. & L	120 5th avenue	3052	1
Jacobson, M. J	261 Maxwell street	1766	11
Jacobson, W., and Blumenthal, Sam	435 State street	3110	1
Jacobson, W	196 E. Madison street	3345	1
Jacques, Geo	3545 W. 51st street	2761	29
Jacques, M	3387 Ridge avenue	3725	26
Jaeger, Chas	334 E. North avenue	A-777	22
Jaeger, Fred	321 Sheffield avenue	1549	24
Jaeger, H., and Recher, D	93 Dearborn street	2122	1
Jaeger, J. P	3101 Evanston avenue	1114	25
Jaeger, John C	4239 S. Wood street	5910	29
Jaeger, Phillip	173 N. Clark street	A-9	21
Jaekel, Chas	918 W. 13th street	6106	11
Jaffke, A. W	645 W. 15th street	1514	11
Jagla, Frank	1060 Diversey boulevard	A-579	24
Jagla, Frank	191 E. Fullerton avenue	3946	24
Jahn, Herman	2012 Dearborn street	3491	1
Jahnsmueller, F	135 Wood street	290	22
Jakubowski, J	7 McHenry street	3171	16
Jamm, John M	1021 N. Clark street	1227	23

Name.	Address.	License No.	Ward.
Janroz, A	13454 Erie avenue	478	8
Janas, A	396 W. Chicago avenue	4434	17
Janda, Vac	988 S. Albany avenue	3830	12
Jankowski, Ad	984 W. 21st street	2804	12
Jnadrzejewski, P	139 W. Chicago avenue	4832	17
Janecko, M	3133 Wall street	1634	4
Jandecka, John	1356 W. 21st street	4948	12
Jankowski, Jos	913 N. Robey street	2426	28
Janosky, John	555 N. Clark street	756	21
Janoto, Chas	615 S. Loomis street	774	10
Janowiak, John	107 Cleaver street	3924	16
Janowicz, Dom	105 Cleaver street	5048	16
Janowicz, Jos	8656 Commercial avenue	376	8
Jans, Chas. L	472 Thomas street	4562	15
Jansen, Henry	910 Armitage avenue	349	28
Jansz, John, Jr	1217 N. Halsted street	5016	25
Jaros, F	4107 S. Ashland avenue	A-807	29
Jaros, Jos	590 W. 18th street	4754	10
Jarosz, John	353 N. Carpenter street	1946	17
Jasinski, Anton	617 W. Belmont avenue	A-747	27
Jasinski, A	744 W. Belmont avenue	5435	27
Jasinksi, Wm	119 W. Division street	3720	17
Jaskowiak, St	680 Noble street	3437	16
Jasnock, Nick	1820 W. 48th street	5012	29
Jasper, Gus	20 Dearborn street	2	1
Jaud, John	159 Wells street	370	22
Jawadzki, John	163 Blackhawk street	A-32	22
Jaworski, J	8800 Houston avenue	847	8
Jaworski, W	106 Cleaver street	4604	16
Jay, J. E	741 Armitage avenue	878	28
Jaynes, A	5550 Lake avenue	510	7
Jazwiec, S	1203 53d court	A-259	27
Jech, Frank	951 51st street	1940	29
Jeemen, Vac	663 W. 19th street	5998	11
Jedlicka, Albert	1223 S. California avenue	A-120	12
Jedlowski, Joe	3620 Paulina street	A-836	5
Jelen, W	489 N. Branch street	A-470	22
Jedlicka, Gus	628 Centre avenue	3704	10
Jelinek, Jos	835 Blue Island avenue	3740	11
Jelonak, S	705 S. Halsted street	2796	9
Jende, Fred W	137 Wells street	185	22
Janecek, Frank	772 Loomis street	A-502	10
Jenicek, John	742 Loomis street	6380	10
Jennen, Jos	1001 W. 59th street	4259	31
Jennings, D	2138 Armitage avenue	2294	27
Jennings, Thos. and Jno	196 Wells street	3681	21
Jennings, Wm. F	121 Seminary avenue	4620	24
Jennings, T. J	89 S. Halsted street	389	18
Jensch, Chas	905 Otto street	6138	26

Name.	Address.	License No.	Ward.
Jensen, Andrew	1559 North avenue	1258	27
Jensen, C. H	3700 Wentworth avenue	5260	3
Jensen, Chas. M., and Johnson, Louis	3257 N. Clark street	5234	26
Jeschke, B	2935 Throop street	5178	4
Jesse, John	2841 Archer avenue	1550	4
Jestram, Wm	5621 State street	2354	7
Jevne & Co., C .,Inc., O. C. Ericson, P. & T.	110 Madison street	6086	1
Jezek, Chas	693 May street	4126	10
Jicha, Frank	692 W. 26th street	A-433	34
Jirikowic, Jos	1824 47th street	4699	29
Jiruska, A. F	1354 W. 18th street	4516	12
Jock, L	238 E. 25th place	2366	4
Johnson, Aug	89 E. 22d street	783	2
Johnson, Aug	2091 47th street	3584	35
Johnson, Aug	125 Chicago avenue	4407	22
Johnson, Al	658 N. Maplewood avenue	4177	15
Johnson, A. G	1525 Armitage avenue	3228	27
Johnson, A. L	295 Orleans street	4239	22
Johnson, A. M	43 E. Chicago avenue	955	22
Johnson, C	106 Oak street	725	22
Johnson, C. L	96 N. Centre avenue	3778	17
Johnson, Chas	5701 Carpenter street	2764	31
Johnson, Chas. J	3204 Wentworth avenue	3787	3
Johnson, Chas. W	752 W. Harrison street	4873	20
Johnson, E	141 W. Huron street	3888	17
Johnson, E	316 Austin avenue	3866	17
Johnson, F. T	13301 Erie avenue	A-345	8
Johnson, Frank	7036 Cottage Grove avenue	1465	7
Johnson, Geo	50 S. Halsted street	2910	18
Johnson, Geo., and Woods, B. W.	3033 Cottage Grove avenue	6334	2
Johnson, Geo. J	2680 Grand avenue	1734	27
Johnson, Herm	775 W. North avenue	5229	28
Johnson, J. A	246 E. 30th street	5086	2
Johnson, Mrs. Jno	8701 Buffalo avenue	420	8
Johnson, Jul. V	221 W. Division street	192	15
Johnson, N	3701 Cottage Grove avenue	4167	3
Johnson, Ole	140 W. Huron street	2815	17
Johnson, Peter	146 E.Chicago avenue	3167	22
Johnson, T. E	3000 Dearborn street	115	2
Johnson, W .C	188 W. Madison street (basement)	5519	18
Johnston & Hunt, Inc., Chas. Lange, Pres.	224 Milwaukee av.	4972	17
Johnston & Hunt, Chas. Lange, Pres.	392 Milwaukee avenue	4973	17
Johnston, C. A	328 E. Division street	1351	22
Joham, Jos	9216 Harbor avenue	2102	8
Joham & Co., Wm., Inc	9214 Harbor avenue	5522	8
Johannessen, K	1139 N. Western avenue	3480	28
Johansen, D	1986 N. Ashland avenue	4186	26
Johanson, L. Johan	1819 N. Clark street	A-110	26
Jonas, Chas	687 Milwaukee avenue	889	17

Name.	Address.	License No.	Ward.
Jones, E., and Nelson, J. C	567 State street	2865	1
Jones, Henry	5532 Lake avenue	3384	7
Jones, Minor T	175 E. Jackson street	A-789	1
Jones, P. J	634 W. Ohio street	5612	14
Jones, Roy	2035 Armour avenue	794	1
Jones, T. O., and O'Connor, J. L	1320 W. 12th street	4643	12
Jonaites, Chas	3355 Morgan street	A-790	5
Jonaitis, Peter J	3240 S. Halsted street	A-924	4
Jonos, Jos	118 Pleasant place	2950	28
Jordan, Chas	258 Barry avenue	1552	24
Jordon, Herm	13304 Erie avenue	5436	8
Jordon, Wm	325 43d street	2840	30
Jorgensen, H	88 E. Washington street	2105	1
Jorgenson, And	5125 Wentworth avenue	A-318	30
Jorgenson, L. B	2247 W. Madison street	868	34
Joritz, Herm	947 W. 31st street	4000	4
Jors, Chas	159 Southport avenue	3403	24
Joseph, Jos	3357 State street	1780	3
Joseph, N	1621 Wabash avenue	2312	1
Jost, August	80 Dayton street	A-694	22
Jovaisxas, P., and Gimberis, A	3465 S. Morgan street	A-192	5
Joyce, Jas	1334 W. Van Buren street	3529	13
Joyce, Jas	5401 Morgan street	4494	29
Joyce, J. M	521 Homan avenue	4417	13
Joyce, M. H	290 31st street	1781	2
Joyce, Mike	1201 State street	118	1
Joyce, Peter	66 E. Division street	1622	22
Jozefowicz, L. F	125 Front street	1269	17
Jucewicz, A	4527 Paulina street	4742	29
Judairtos, Geo	640 Canal street	3668	9
Juergens, A. B	2944 Wentworth avenue	535	2
Juhlin, Chas	244 E. Division street	518	22
Juhnke, Herman	357 W. Erie street	175	17
Jung, F. G	103 W. 22d street	3114	9
Jung, John J	915 W. 71st street	5107	32
Jung, Tony	183 E. North avenue	3081	23
Jungknecht, Robt	2154 Milwaukee avenue	1289	28
Jurewicz, M	3235 Hervey street	138	16
Juricek, S	31 Cornelia street	762	17
Jussewitsch, E. W	651 W. 21st street	1056	12
Kane, Frank J	1300 Wabash avenue	6023	1
Kane, B	309 Loomis street	6192	19
Kane, M	914 71st street	4666	32
Kane, M	2035 S. Clark street	6032	1
Kaufman, A. and Koch, A	72 E. Randolph street	3665	1
Kaufman, H	820 Austin avenue	2055	14
Kaufman, H	1936 Archer avenue	5954	1
Katz, Jos	291 Clark street	5989	1
Katz, Sam	81 Wells street	5769	22

Name.	Address.	License No.	Ward.
Kabat, Otto	333 N. Wood street	4967	15
Kacena, Jos. Jr	1458 S. 41st court	2782	34
Kacker, Fred	586 W. North avenue	3324	15
Kaczmarck, Peter	4827 Winchester avenue	2611	29
Kadoch, J. and Horejs, T	196 E. Van Buren street	3098	1
Kadoch, Jos	1300 Whipple street	778	12
Kaecke, Wm. F	4201 Emerald avenue	2724	30
Kaeding, Fritz	829 Milwaukee avenue	2332	16
Kaeding, Hy	688 N. Wood street	1614	16
Kaeding, Jno. and Hy	227 S. Canal street	1616	18
Kaehler, Hans	221 Lincoln avenue	4065	23
Kaeseberg, Robt	549 Wells street	4610	21
Kaeser, A	481 Humboldt street	1565	27
Kafka, H	743 S. Loomis street	863	10
Kagels, Chas. F	581 W. 13th street	3746	10
Kahn, Max	6158 Morgan street	4009	31
Kahoun, Frank	46 Burlington street	3155	9
Kahuda, Thos	2956 Elston avenue	5917	27
Kaindl, S	1050 W. Chicago avenue	2026	15
Kainz, Anton	2634 Cottage Grove avenue	3394	2
Kaiser, A. E	46 Cleveland avenue	5858	22
Kaiser, Anton	157 Randolph street	542	1
Kaiser, Gust	210 Wells street	A-605	21
Kolacek, John	1313 Spaulding avenue	A-774	12
Kalaczynski, Leon	847 N. Ashland avenue	A-498	16
Kalal, Frank	127 W. 16th street	2475	9
Kalas, John	606 Milwaukee avenue	3585	17
Kalata, Wm	4558 Laflin street	4492	29
Kalb, D	307 N. Kedzie avenue	822	14
Kalb, Mrs. H	777 N. Mozart street	3172	28
Kalb, M. J	1159 W. Chicago avenue	2442	14
Kaleth, Paul	184 Hervey street	2452	16
Kalina, Frank	325 26th street	4298	12
Kalinowski, John	1039 Whipple street	3810	12
Kalisch, F	162 W. Chicago avenue	338	17
Kalisz, Frank	32 E. Superior street	887	22
Kallas, Frank	257 W. Huron street	4863	17
Kallenborn, J. B	5159 Bishop street	3575	29
Kallenborn, Mrs. M	4859 Justine street	2778	29
Kallish, A	671 W. Polk street	2149	20
Kallner, B. S	296 S. Clark street	2060	1
Kalma, Wm	1091 Lincoln avenue	5368	26
Kalman, D	9300 Cottage Grove avenue	6148	33
Kalthoff, F	1285 N. Clark street	854	25
Kalus, F. J	984 W. 19th street	2266	12
Kaminacky, E. R	3217 Elston avenue	243	27
Kaminski, Frank	709 W. 18th place	2009	11
Kaminski, L	1159 Western avenue	3596	12
Kammerer, Aug	3900 Armour avenue	4707	30
Kammerer, John N	165 E. Fullerton avenue	3602	24

Name.	Address.	License No.	Ward.
Kammerer, Otto	2223 N. Western avenue	6332	27
Kamykowski, F	4507 Marshfield avenue	A-206	29
Kan, R	384 Blue Island avenue	631	10
Kandlik, Jacob	1894 Milwaukee avenue	708	28
Kanlig, Ernst	64 Mohawk street	A-108	22
Kanney, Louis	213 W. Randolph street	2519	18
Kanta, Joseph	506 26th street	325	12
Kantak, Frank	348 N. May street	3553	17
Kanter, Max	2400 Wabash avenue	5133	2
Kantner, Tony	1647 N. Washtenaw avenue	2031	27
Kaplan, I	483 S. Jefferson street	5758	9
Kaplan, I. S	2458 State street	A-675	2
Kaplan, I. S	4501 Wentworth avenue	A-467	30
Kappeler, Aug	1 W. 21st place	590	9
Kappes, Chas	792 W. Lake street	5937	14
Kapsa, Jos. J	315 Johnson street	5489	9
Kapsimales, John	321 S. Halsted street	3087	19
Karas, Frank	1118 S. Whipple street	444	12
Karasek, A	4545 Gross avenue	2049	29
Karedis, Gus	86 Blue Island avenue	6359	19
Karel, Vac	778 Allport street	1535	10
Karetskis, Paul	758 123d street	4454	33
Karg, Anna	1161 W. North avenue	4255	27
Karkasis, Gregor	332 Halsted street	6333	19
Karl, Geo	2328 12th street	3747	34
Karlsberg, Max	1255 Wabash avenue	5211	1
Karnowski, M	2 McHenry street	A-256	16
Karnuth, Ad	208 Armitage avenue	4868	16
Karnuth, Otto	493 N. Wood street	2655	15
Karolewski, R	156 W. Chicago avenue	3151	17
Karsten, Chr	1971 Armitage avenue	1090	27
Karthauser, Nic	3543 Ridge avenue	6005	26
Karuhn, E. C	4400 Washtenaw avenue	A-514	29
Karvanek, A	5133 S. Robey street	A-273	29
Kasal, Alois	572 W. 19th street	A-773	11
Kaschagen, F. W	279 N. State street	A-866	21
Kasky, Alb	165 N. Sacramento avenue	4782	14
Kaspszyk, Geo	8468 Commercial avenue	82	8
Kastner, John J	915 S. Leavitt street	4004	12
Katham, J	5506 Lake avenue	597	7
Katzambis, John	4147 Halsted street	2435	30
Kau, Henry	163 Adams street	928	1
Kavanagh, John	8952 Commercial avenue	506	8
Kavanagh, P	9110 Harbor avenue	1755	8
Kavanagh, P. H	9001 Commercial avenue	1751	8
Kavanaugh, H. and Moran, W. J	402 E. 39th street	A-218	3
Kavanaugh, M	3818 Halsted street	5799	5
Kavanaughs Sons, D	136 E. Van Buren street	1363	1
Kay, H	10112 Vincennes avenue	3886	32
Kazmierski, John	8400 Buffalo avenue	A-563	8

Name.	Address.	License No.	Ward.
Kazmierski, W	1178 N. Leavitt street	A-163	28
Kayrevitch, Geo. and Woisville, W	152 W. 18th street	2679	9
Keane, J. T. and Smedberg, F	112 5th avenue	4456	1
Keane, J. T. and Smedberg, F	197 Wabash avenue	4457	1
Keane, W. H	5512 Halsted street	3346	31
Kearns, Jas	2499 W. Lake street	2052	35
Kearns, Jas. T	4337 Halsted street	5932	30
Keating, Ed	1232 75th street	4985	33
Keating, M	1371 W. 12th street	865	13
Keber, Thos	2350 W. 50th street	2485	29
Keck, Oscar	252 E. North avenue	1443	22
Keegan, J. and P. H	1957 W. Madison street	545	13
Keegan, P. H. and Jas	2501 W. Madison street	2158	35
Keegan, P. H. and Jas	2502 W. Madison steret	2159	35
Keenan, M. J	382 Austin avenue	2873	17
Keenan, Thos. C	3600 Union avenue	2717	5
Keff, Jac	2610 S. Park avenue	3557	2
Kehl, Chas. S	118 Randolph street	150	1
Keigher, F. B	718 W. Erie street	4806	14
Keilbach, Theo	2700 Cottage Grove avenue	1828	2
Keiner, H	5317 Halsted street	3028	30
Keipinger, N	94 W. Adams street	1803	18
Kelley, B	2267 Whipple street	1571	27
Kelly, Mrs. B	101 Hickory avenue	4306	22
Kelly, Chas. E	911 S. Western avenue	3829	12
Kelly, E. J	246 E. Chicago avenue	1303	21
Kelly, J. W	3430 S. Halsted street	2960	5
Kelly, Jas	422 26th street	5679	4
Kelly, Jos	2206 W. 12th street	2888	34
Kelly, L	684 W. Ohio street	6204	14
Kelly, Mike	170 Custom House place	5201	1
Kelly, M. J	3201 S. Halsted street	A-66	4
Kelly, P. H	10401 Avenue L	A-220	8
Kelly, P. J	1351 N. California avenue	4440	28
Kelly, Pat'k	499 Grand avenue	3205	14
Kelly, Thos	4120 State street	3131	30
Kelly, Thos. J	19 N. State street	A-410	21
Kelly, Wm	17 N. Clark street	A-934	21
Kelly, Wm	602 W. Taylor street	5753	11
Keldenich, A	197 Wells street	2125	22
Keleher, John J	204 W. Madison street	5459	18
Keller, C. F	832 W. Lake street	4419	14
Keller, Gus	403 W. Randolph street	1058	18
Keller, Jos	930 W. 22d street	1037	11
Keller, Leo	1243 W. Lake street	1013	14
Kells, Wm	2474 W. Harrison street	5456	34
Kempczynski, A	4852 Throop street	3245	29
Kemper, E	1732 Hoyne avenue	4395	26
Kemnitz, Fred	7857 Woodlawn avenue	1154	33
Kemper, Fred	621 N. Clark street	1750	21

Name.	Address.	License No.	Ward.
Kendall, Shelton B	54 Dayton street	A-523	22
Kenefick, J. and Bohan, J	47 Clark street	4461	1
Keniry, M	735 38th street	2853	3
Kenkel, H	496 W. 27th street	2593	4
Kenna, M	279 S. Clark street	1773	1
Kenna, M	300 S. Clark street	1774	1
Kennedy, A	387 35th street	5258	3
Kennedy, Elizabeth and Robinson, M	55 Wells street	3660	22
Kennedy, Frank E	6325 S. Park avenue	1612	7
Kennedy, Mrs. J	3759 Wallace street	4749	5
Kennedy, John	396 39th street	3797	3
Kennedy, John	3858 Cottage Grove avenue	3799	3
Kennedy, John	492 26th street	2855	4
Kennedy, Luke H	3759 Parnell avenue	4741	3
Kennedy, Mich	808 37th street	5337	5
Kennelly, Thos. F	1128 W. Harrison street	105	20
Kenny, P. J	1600 Ogden avenue	2166	34
Kensington Buffet Co., A. Parite, Mgr	11554 Front street	3477	8
Kent, A. L	3119 Cottage Grove avenue	A-74	2
Kentnich, W. J	168 E. Washington street	4049	1
Kenyon, F	75 N. State street	744	21
Kenzle, A	1853 51st street	4607	29
Keon, Frank	341 92d street	5183	8
Kern, Alb	334 North avenue	3342	22
Kern, E. D	223 E. Randolph street	3470	1
Kerpen, Mrs. B	483 W. Huron street	4805	14
Kerpinski, Jos	589 Dickson street	A-864	16
Kerr, John J	222 Peoria street	6164	19
Kerrigan, Pat	616 W. 43d street	3798	30
Kerserich, John	805 Blue Island avenue	5529	11
Kershenstein, Frank	692 W. 17th street	A-165	11
Kersting, Math	139 W. Madison street	A-804	18
Kersting, M	135 Halsted street	4590	18
Kerwin, Harry A	94 39th street	985	3
Kerwin, Thos	313 Michigan street	3505	21
Keseric, M	77 89th street	5763	8
Keserich, Th	1885 Ogden avenue	A-405	34
Kesicki, I	1229 W. 22d street	459	12
Kessler, Henry	353 Rush street	2446	21
Kestler, Jos	134 E. North avenue	4251	22
Keul, P., and Goetz, Jno	356 E. 24th street	4304	4
Keuper, John	48th and Archer avenue	5150	29
Kiely, E. J	465 W. 12th street	3216	19
Kienzle, Wm	72 Seward street	2903	9
Kies, V., and Walter, M	2900 Wallace street	3785	4
Kiewert, Leo	3421 Grand avenue	6221	27
Kijanowski, T	12057 Halsted street	5807	33
Kilcourse, Mrs. M	146 La Salle avenue	6117	21
Kilian, Art	3547 Cottage Grove avenue	6212	3
Kill, Peter	3048 Archer avenue	789	5

Name.	Address.	License No.	Ward.
Killduff, Larry	859 Halsted street	5783	9
Kilmartin, T. J	339 W. Harrison street	573	19
Kilroy, Nic	929 W. North avenue	3122	28
Kimball, Peter	729 Ashland avenue	1072	16
King, B	330 Root street	A-270	30
King, Frank	44 E. Chicago avenue	A-387	22
King, G	582 W. 13th street	A-325	10
King, James	7663 S. Chicago avenue	1120	33
King, Larry	3173 Archer avenue	81	5
King, Tim	103 5th avenue	6368	1
Kinateder, M	214 Clybourn avenue	1322	22
Kindberg, John	1160 S. Western avenue	288	12
Kindsvatter, Fred	1060 Barry avenue	4775	25
Kindt, Chas	1100 S. Leavitt street	624	12
Kinell, Alf	1658 Armitage avenue	3718	27
Kiniowski, Wm	3201 Wall street	A-737	4
Kinney, Jas	1011 W. Lake street	4759	14
Kinney, W. P	9245 Commercial avenue	4718	8
Kinnucan, Chas. F	177 E. 21st street	A-91	1
Kinsch, John	144 W. 23d street	2198	11
Kiowa Co., The, Inc., H. J. Bauler, Pres.	213 Clybourn avenue	5514	22
Kipper, Johanna	457 Nelson street	5171	24
Kirchhoff & Neubarth Co., Inc., C. W. Glenz, Sec.	55 Lake st.	6338	1
Kirsch, J. M	683 Wells street	4589	23
Kirschner, Leo	3327 N. Clark street	4181	26
Kish, Joe	8550 Green Bay avenue	194	8
Kissane, M	329 Halsted street	2323	19
Kissane, M. D	264 S. Halsted street	2493	19
Kittler, Gus., and Mickus, J. R	167 E. Washington street	5386	1
Kittler, Herman	28 Willow street	1135	23
Kivilin, D. P	50 N. Hoyne avenue	3781	14
Kivilin, D. P	679 Grand avenue	A-275	14
Kivilin, J. M., and R	831 W. Lake street	3525	14
Kjelberg, And	912 Sheffield avenue	1736	25
Kjeldsen, Niels	850 N. Western avenue	6314	28
Klein, Aug	190 Jackson boulevardt (Basmt.)	1271	1
Klein, Chas	323 May street	2071	19
Klein, G. L	3036 State street	5472	2
Klein, Gus	1057 Robey street	4874	11
Klein, H	44 W. Madison street	A-404	18
Klein, John	193 E. Fullerton avenue	6159	24
Klein, L	548 S. Halsted street	1936	9
Klein, L	1261 N. Clark street	829	25
Klein, Leo	161 N. Clark street	3933	21
Klein, Max	971 Washtenaw avenue	5064	12
Klein, Phil	894 W. Lake street	5195	14
Klein, Sol	795 S. Halsted street	1935	9
Kleine, Wm	912 Lincoln avenue	1239	24
Klafta, Jos	716 Holt avenue	5137	16
Klajda, Frank	597 Dickson street	4070	16

Name.	Address.	License No.	Ward.
Klappauf, Carl	5516 Ashland avenue	4484	31
Klaproth, A. C	792 Carroll avenue	1867	14
Klaproth, A. C	695 W. Irving Park boulevard	23	27
Klarkowski, B	746 Dickson street	2388	16
Klassovity, M	599 S. Jefferson street	1011	9
Klauer, A	669 Racine avenue	3676	24
Klausner, C	373 Ogden avenue	2148	20
Klausner, S	2495 Archer avenue	357	4
Klausner, Sol	475 S. Halsted street	241	9
Klaw, L	1392 W. Madison street	4365	13
Klawa, Chas	1158 Leavitt street	6089	12
Klawans, Dave	827 W. North avenue	2311	28
Klawans, I	2900 Wentworth avenue	3848	2
Klawans, Jno. A	2642 Dearborn street	982	2
Klawans, Jul., and Polasky, M	231 W. Erie street	1572	17
Klawans, Jul. S	248 N. Curtis street	1573	17
Klawikowski, A	399 Southport avenue	119	24
Klawiter, Anton	8800 Exchange avenue	1730	8
Klebba, Aug	1035 Wrightwood avenue	4859	24
Klebba, S	375 Southport avenue	A-315	24
Klebenow, J	1875 W. North avenue	1251	27
Kleber, Wm	4604 Laflin street	A-425	29
Klecka, John	456 W. 26th street	3968	12
Klecka, R	6930 Aberdeen street	3672	32
Kleeberg, B	1108 Belmont avenue	4348	26
Kleefisch, Hy	8918 Commercial avenue	4036	8
Kleeman, Friedrich	1205 Wabansia avenue	A-722	27
Kleemann, Elizabeth	126 S. Clinton street	A-886	18
Kleinan, Otto	1572 N. Clark street	1277	25
Kleinkopf, T	359 5th avenue	4724	1
Klembowski, A	833 W. 32d street	2248	4
Klenka, V	987 W. 18th street	4518	12
Klicka, John	949 W. North avenue	2263	28
Klika, J	1050 W. 19th street	2799	12
Klima, Gust	510 W. 19th street	1538	10
Klimek, Anton	861 Wolfram street	460	27
Klimek, John	8301 Superior avenue	503	8
Klimevicz, K	4800 Throop street	A-584	29
Klimt, Chas	179 W. Randolph street	4135	18
Klinge, Leo	1188 Fillmore street	3977	13
Klingel, Wm	577 W. Chicago avenue	3611	14
Klinger, S. S	265 W. North avenue	3303	16
Klink, Geo	3254 State street	4556	3
Klobusher, M. J	1377 W. 12th street	5037	13
Klockowski, W	4626 Honore street	A-441	29
Kloempken, Wm	902 School street	4415	26
Klomes, Peter	4958 Laflin street	550	29
Klomsikowski, M	4430 Honore street	5598	29
Kloska, Wm	579 Noble street	1408	17
Klotter, D	202 E. 35th street	3564	3

Name.	Address.	License No.	Ward.
Klute, E. L.	3159 Indiana avenue	5564	2
Knack, Ed	968 Milwaukee avenue	3080	16
Knaff, H. L. and J. P.	365 E. Chicago avenue	5548	21
Knaizl, John	601 Centre avenue	3954	10
Knapp, Chas. J	3084 Lock street	6209	5
Knapstein, Chas. C	2263 Evanston avenue	3351	25
Knauff, H. B	3101 Wentworth avenue	4080	2
Knaus, Peter J	92 Racine avenue	A-739	24
Knaus, Vincent	9000 Mackinaw avenue	5127	8
Knecht, Bruno	898 Southport avenue	143	26
Kniering, Mrs. L	3258 Princeton avenue	2788	3
Knight, Michael	516 Lincoln avenue	3971	25
Knight, R. J	3101 S. Halsted street	3497	4
Knoll, J	1225 E. Belmont avenue	A-852	25
Knotek, Anton	938 W. 18th place	2275	11
Knowles, Walter	87 E. 29th street	A-137	2
Knudson, Fanny	3700 Armour avenue	5558	3
Knutkowski, W. F	785 W. 17th street	411	11
Kobek, Jos	1634 W. 51st street	3979	29
Kobelsky, Max	515 Hastings street	A-41	12
Kobilak, Chas	4742 Throop street	2867	29
Koblenz, Jos	48 Clybourn avenue	1434	22
Koblenz, Wm	377 Perry street	1123	24
Kobylarczyk, And	4404 Ashland avenue	3538	29
Koch, A	10 S. Clark street	A-244	1
Koch, Aug., and Glinke, F	4961 State street	808	6
Koch, Chas	361 W. Division street	4508	15
Koch, Christ	787 S. Halsted street	1270	9
Koch, Fred	499 Larrabee street	3776	23
Koch, Frank	1600 N. Ashland avenue	A-320	24
Koch, Frk., and Schmit, T	631 Larrabee street	A-101	23
Koch, John	363 Carroll avenue	3316	18
Koch, H. F	2708 W. Irving Park boulevard	4200	27
Koch, Matthias	142 E. 35th street	54	3
Koch, Rud	8801 Superior avenue	5903	8
Koch, Urbam	293 Kimball avenue	3077	27
Koch, Wm	573 26th street	A-56	4
Kochanski, A	676 N. Ashland avenue	4901	16
Kochems, F. C	2 Market street	2417	1
Kocka, Ferd	980 S. Fairfield avenue	3905	12
Koebel, Jos. E	459 Hastings street	1865	11
Koehler, Anton	2004 W. 63d street	4215	31
Koehler, Ernst	51 Market street	2595	1
Koehler, Mrs. F	684 W. Division street	2748	15
Koehn, Anton	949 N. Western avenue	4390	28
Koeln Buffet Co., C. A. Butler, Sec	69 E. Monroe street	4818	1
Koenig, John	116 E. Monroe street	3887	1
Koenig, Wm	1187 W. 13th street	2098	12
Koenigsberg, Chas	659 Wells street	5549	23
Koenigsberg, S	5101 Ashland avenue	5965	29

Name.	Address.	License No.	Ward.
Koepfle, Leo	763 Blue Island avenue	3690	11
Koester, Chas	49 S. Clark street	3609	1
Koester, R	180 Center street	588	24
Koester, Theo	11 S. Water street	1435	1
Kofoed, Thr	723 W. Division street	A-741	15
Kogut, M	605 25th place	3261	12
Kohl, H. C	867 W. Chicago avenue	4902	14
Kohlhoff, E	683 S. Western avenue	2490	12
Kohn, Gust	2247 Milwaukee avenue	3295	27
Kohn, J. P	1917 N. Clark street	880	25
Kohn, Leo	124 W. North avenue	2368	16
Kohn, M	5301 S. Paulina street	A-204	29
Kohn, Wm	2827 Archer avenue	60	4
Kohout, Jos	427 W. 18th street	3956	10
Kohout, V	1431 Turner avenue	1020	12
Koiss, John	1023 W. 18th place	4578	12
Kojan, Frank	1212 St. Louis avenue	775	12
Kokinis, N., and Anagnostopoulos, G.	64 Blue Island avenue	6259	19
Kokotek, J	364 W. Chicago avenue	3365	17
Kolacek, John	1313 Turner avenue	5957	12
Kolacek, Rud	858 Halsted street	3593	9
Kolasinski, Jas	1091 N. Robey street	3152	28
Kolassa, A	720 N. Ashland avenue	1099	16
Kolassa, M	49 Fry street	4744	17
Kolar, Anton	109 W. 19th street	6040	9
Kolar, Jas	1003 W. 19th street	A-434	12
Kolb, M	980 N. Spaulding avenue	3839	27
Kolbusz, Jos	381 Cornell street	335	17
Kolek, Jos	1052 W. 19th street	5542	12
Kolendich, John	126 W. Madison street	2909	18
Kolkowski, F. J	1181 W. 21st street	5239	12
Kolle, Henry	876 Lincoln avenue	A-342	24
Kolle, John	122 La Salle street	5574	1
Koller, H	818 W. Lake street	311	14
Koller, Jac	5060 State street	2160	30
Kolster, W. H	1943 N. Halsted street	6243	25
Kolze, H. J	Irving Park boulevard and 64th avenue	5146	27
Kominsky, Jos	4401 Wentworth avenue	3691	30
Komorous, Jos	719 Loomis street	6054	10
Kompare, Jos	8908 Green Bay avenue	4716	8
Konieczny, And	8801 Commercial avenue	A-756	8
Konkowski, John	364 N. Carpenter street	334	17
Konkowski, M. F	188 W. Chicago avenue	2643	17
Konecny, F	4801 Throop street	A-194	29
Kontny, Ig	2837 Hillock avenue	5011	5
Konwalinka, Anton	549 W. 25th place	5707	12
Konwinski, John	25 Fox place	4030	16
Koop, G. W	724 Grand avenue	A-594	14
Koop, Jul	495 W. Chicago avenue	2379	14
Kopcho, Dan	8552 Green Bay avenue	2330	8

Name.	Address.	License No.	Ward.
Kopecky, Jos	1115 N. 57th court	A-883	27
Kopp, Chas	418 North avenue	2250	21
Kopp, G. C	913 W. North avenue	1188	28
Kopp, H. W	343 Diversey avenue	2204	27
Kopshever, E. C	3960 Western avenue	5375	29
Koranda, Al	2940 Stearns street	780	4
Koranek, Frank	586 W. 18th street	2965	10
Korff, Frank	27 Perry street	6100	24
Kori, F	882 N. Halsted street	285	23
Korite, S	3253 Morgan street	1524	4
Kormann, Mrs. Lena	5001 Cook street	6084	29
Koronkiewicz, John	572 Dickson street	A-75	16
Korshak, F	151 N. Western avenue	4979	14
Kortas, B. J	50 Ingraham street	3433	16
Kortas, Mike	328 Wabansia avenue	5359	16
Kortebein, Hy	1787 N. Ashland avenue	2282	26
Korydek, Jas	1619 Ogden avenue	A-779	34
Koshek, Jno	153 N. Centre avenue	A-226	17
Kosiba, Ant	13259 Erie avenue	501	8
Kosicek, Frank and John	590 Centre avenue	5068	10
Kosin, Geo	13300 Ontario avenue	556	8
Kosmowski, John	4601 Ashland avenue	4501	29
Koss, John	8362 Ontario avenue	1157	8
Kostal, John	606 Centre avenue	4936	10
Kostecki, Con	311 Elston avenue	6225	16
Kostuch, Mrs. Anna	234 Hervey street	1457	16
Kostuch, Robt	1037 N. Robey street	3940	28
Kotnour, J	780 Allport street	A-237	10
Kotzer, John	6412 State street	3610	32
Koubek, Chas	985 California avenue	3269	12
Kounovsky, Vac	1619 W. 23d street	3967	12
Kovacic, F	1175 Whipple street	A-238	12
Kovarik, Jos. E	1011 Blue Island avenue	39	11
Kowalke, Emil	290 S. Water street	4436	1
Kowalski, E. O	150 W. 44th street	5579	30
Kowalski, Frank	1783 W. 12th street	6357	13
Kowalski, Geo. J	148 W. Lake street	6218	18
Kowalski, John	3342 Mosspratt street	4143	5
Kowalski, W	2927 Quinn street	A-187	4
Kowarskos, Jos	1193 Oakley avenue	6126	12
Kowicka, J	674 S. May street	2470	10
Kozak, John	221 Cornell street	1944	17
Kozelub, J	5169 Lincoln street	A-178	29
Kozicki, Jan	1041 32d street	A-155	5
Kozicki, John	3201 Centre avenue	3302	4
Kozirok, Aug	425 Elston avenue	A-416	16
Kozikowski, S	9705 Commercial avenue	5062	8
Kozla, F. E	6500 S. May street	4664	32
Kozlowski, J	559 W. 16th street	A-146	10
Kozminski, Ludwik	4856 Elizabeth street	A-83	29

Name.	Address.	License No.	Ward.
Koy, Otto	1649 Kedzie avenue	3770	27
Kraak, Frank	557 Evergreen avenue	5353	15
Kraatz, Otto F	1026 N. Campbell avenue	5556	28
Kracke, Wm	1738 Sherman place	A-910	25
Kraeft, Emil	352 N. Paulina street	2557	15
Kraemer, Frank	1344 W. 21st street	5704	12
Kraemer, Wm	280 Wabash avenue	589	1
Kraetsch, A. J	144 E. 12th street	2419	1
Kraetsch, A. J	458 Clark street	2411	1
Kraetsch, R	5495 Lake avenue	804	7
Kraft, L	3800 Honore street	A-185	5
Kraintz, Jos	Ewing avenue and Avenue L	502	8
Kraisinger, V	138 W. 19th street	5678	10
Krajachich, J	1437 Central Park avenue	A-375	34
Krajewski, S	461 Canal street	3156	19
Krakora, J	389 W. 16th street	5724	10
Kralik, And	8520 Green Bay avenue	2975	8
Kramer, E. J	397 Wells street	5061	21
Kramer, Jul	176 S. Water street	2693	1
Kramer, T. J	135 W. Randolph street	693	18
Kramer, Wm	2461 Cottage Grove avenue	A-935	2
Kramer, Wm	2453 Cottage Grove avenue	388	2
Krasny, Michael J	673 S. May street	A-706	10
Kraus, Chas	543 Armitage avenue	1182	28
Kraus, E. R	192 Fulton street	3048	18
Kraus, Emil	241 Wells street	4245	22
Krause, F., Jr	365 Webster avenue	3733	23
Krause, Gust	1112 W. 13th street	A-62	11
Krause, Herm	297 Clybourn place	5715	16
Krauss, Phil	121 W. Lake street	1567	18
Krauss, W. H	516 Elston avenue	2880	16
Krauthahn, Louis	50 Maud avenue	6124	24
Krautwald, Ernst	201 Belmont avenue	4804	24
Kraviec, Jos	4528 Justine street	4632	29
Krc, M	754 Jefferson street	1770	9
Kremar, Nic	386 W. 18th street	3536	10
Krebietke, A	333 Southport avenue	4016	24
Krechniak, John	193 W. Huron street	5733	17
Kreeger, C	746 Elston avenue	465	16
Kreer, Fred	358 Root street	3033	30
Krefft, Mrs. Augusta	447 W. Fullerton avenue	1210	28
Kreft, Jos	73 High street	2427	24
Kreisel, Geo	1857 N. Halsted street	1326	25
Krejci, John	368 W. 25th street	5165	12
Krenek, Frank	71 Fisk street	3906	10
Krenek, Frank	1316 Lawndale avenue	5602	34
Kress, Wm	11 Meagher street	1686	9
Krestan, K	1300 S. 41st avenue	1706	34
Kretschmar, T. H	420 Lincoln avenue	A-230	25
Kretzmann, M. J	2146 N. Clark street	832	26

Name.	Address.	License No.	Ward.
Kreutzer, Julius	380 W. North avenue	2518	16
Kreuzer, Jos	354 W. 12th street	5388	9
Krich, John	10859 Superior avenue	A-420	8
Krienieki, M	3225 Fox street	2824	5
Krieps, A	10318 Indianapolis avenue	5333	8
Krier, Theo	2999 Lyman street	A-4	4
Kriho, John	95 Elston avenue	918	17
Krikscziunos, J	3259 S. Halsted street	820	4
Kristufek, J	1087 Kedzie avenue	4121	12
Kristufek, John	487 S. Canal street	1369	19
Kristufek, Jos	1400 W. 50th street	719	29
Kriszchun, A., and Urbanovicz, K	1160 Oakley avenue	A-402	12
Kriz, Jos. F	54 Canalport avenue	4935	9
Krizenecky, J	1670 W. 22d street	1530	12
Krob, Jos	4726 Loomis street	4850	29
Krocker, Frank	1828 N. Lawndale avenue	5757	27
Kroeger, Aug	1791 Milwaukee avenue	373	28
Kroeplin, Geo	5600 Centre avenue	3175	31
Krolikowski, H	8400 Superior avenue	1115	8
Kroll, Frank	341 W. 39th street	2486	30
Kroll, John	965 W. Diversey street	1574	27
Kromer, Mrs. K	115 N. Lincoln street	2617	14
Krouzilka, Wm. and Heida, A	921 Ashland avenue	5766	11
Krouzilka, Wm	40 Fulton street	A-648	18
Krool, Anton	4830 Throop street	3442	29
Krool, W	4759 Hoyne avenue	5219	29
Krska, John	1182 W. 21st street	A-755	12
Krska, M	520 W. 26th street	1844	12
Krueger, Ad	656 W. Division street	1864	15
Krueger, Alb	603 N. Halsted street	3468	22
Krueger, Aug	639 W. 14th place	4550	11
Krueger, H	975 N. Clark street	758	23
Krueger, H. F	1083 Fulton street	2552	14
Krueger, John	286 Milwaukee avenue	3834	17
Kruk, Frank	1149 N. Lincoln street	1143	28
Krul, W	60 Augusta street	6344	17
Krull, H	106 E. Belmont avenue	2096	26
Krull, John	629 14th place	2322	10
Krump, P. S	706 W. 12th street	3222	11
Krumphans, V	1210 Washtenaw avenue	1533	12
Krupa, A	396 W. 17th street	3517	10
Krupicka, Anton	411 W. 25th street	706	12
Krupka, A	2 Currier street	5586	17
Krupocki, R. V	2901 Parnell avenue	965	4
Kruse, Chas	9900 Vincennes avenue	3844	33
Kruse, H	828 S. Halsted street	1254	9
Krusing, P. H	176 E. 39th street	1398	3
Kryda, John	1551 S. 40th avenue	4750	34
Kryzan, John	3346 Mosspratt street	781	5
Krzemieniewski, J	749 W. 21st place	A-859	11

Name.	Address.	License No.	Ward.
Krzisak, Frank	4017 S. Ashland avenue	6021	29
Kubat, M	987 Troy street	4939	12
Kubiak, A	1038 Sacramento avenue	6018	12
Kubicek, Jos	1501 S. 41st avenue	5191	34
Kubik, Anton	4956 S. Robey street	3277	29
Kubik, Jos	653 Throop street	3518	10
Kucera, Jacob	5057 Winchester avenue	4328	29
Kucera, L	727 Thrhop street	1920	10
Kucera, S	160 W. Van Buren street	1442	17
Kuchar, K	1329 Trumbull avenue	3385	12
Kucharski, Jos	4218 S. Ashland avenue	6347	29
Kucharski, S	1859 W. 48th street	2243	29
Kuchta, A	2835 Short street	1018	5
Kuchuris, Jas	23 Blue Island avenue	5482	19
Kucic, John	9429 Ewing avenue	3010	8
Kucmarski, Alex	719 Holt avenue	3534	16
Kudla, Joseph	4527 Hermitage avenue	A-141	29
Kudrle, Vaclav	1331 S. Trumbull avenue	A-930	12
Kuehl, Emil	604 W. 14th street	1842	11
Kuehn, Wm	502 E. Belmont avenue	4026	26
Kuehn, Emil	255 Dearborn street	187	1
Kuehne, Clem	3554 Cottage Grove avenue	2403	3
Kuenstler, C. B	1032 Armitage avenue	787	27
Kuessow, Wm	354 N. Marshfield avenue	2983	15
Kugel, Henry	67 Dearborn street	4321	1
Kuhns, A. G	167 Wabash avenue	4640	1
Kuhns, J. A	522 W. Diversey avenue	2884	28
Kukulka, S	516 Noble street	1045	17
Kula, Frank	52 Fry street	4965	17
Kuldanek, S	121 De Koven street	5775	19
Kule, Jos	1192 Spaulding avenue	6013	12
Kulik, Jac	73 Front street	1623	17
Kulik, John	1886 Thomas street	5708	35
Kulling, John	3401 Leavitt street	5020	5
Kulvin, Morris	419 Grand avenue	A-623	17
Kulvinsky, Max	161 W. Erie street	3547	17
Kulwinski, Morris	376 W. 12th street	A-518	10
Kulwinsky, M	615 Sangamon street	6318	9
Kulwinsky, S	9055 Commercial avenue	487	8
Kumar, John	1073 Blue Island avenue	A-908	12
Kumar, John	627 Laflin street	6033	11
Kumfert, Gust	930 W. 21st place	2142	11
Kummer, Aug. C	30 Grand avenue	356	17
Kumpa, M	81 88th street	A-553	8
Kunde, Ernst	804 Halsted street	2985	9
Kunicki, S., and Dowoinis, J	4624 S. Paulina street	3614	29
Kuntz Remmler Co., The	303 Wabash avenue	894	1
Kunz, Peter	141 N. Curtis street	3853	17
Kunze, Wm	452 Wells street	A-20	21
Kunzer, Emil	800 S. Rockwell street	1432	12

Name.	Address.	License No.	Ward.
Kupferer, Frank	349 Dickens avenue	A-889	27
Kupferer, Wm	183 W. 22d street	6030	9
Kupshas, Alex	3318 Morgan street	568	5
Kurnicker, R. S	113 Cornelia street	4833	17
Kurowski, E	8819 Houston avenue	2101	8
Kurth, Wm. T	387 W. Chicago avenue	2550	17
Kurzja, K	1211 Blue Island avenue	5772	12
Kurzynski, M	329 Milwaukee avenue	5871	17
Kush, Jos	8902 Escanaba avenue	A-926	8
Kusinski, P	197 W. North avenue	2619	16
Kusnierz, M. J	641 Holt avenue	A-95	16
Kustusch, Aug	4013 S. Ashland avenue	1985	29
Kuszlejko, Jos	4558 S. Paulina street	89	29
Kuszy, J	893 Clybourn avenue	2505	24
Kuta, Jos	845 S. Wood street	4525	11
Kutnewski, J	865 33d street	A-824	5
Kutzner, M	1880 N. Western avenue	1848	26
Kuzawski, Ig	1844 W. 48th street	3190	29
Kuzelka, Jos	408 W. 18th street	A-772	10
Kwate, Herman	161 18th street	1783	1
Kwatney, L	509 State street	4332	1
Kwiatkowski, John	83 Rawson street	3446	16
Laabs, Otto	851 N. Clark street	3687	23
Labanowski, A	925 Blue Island avenue	4095	11
Labey, H. W. and Wirsing, H. C	2 Park Row	5271	1
Labounty, Jos	11542 Front street	3984	33
Labriolo, Angelo	389 S. Clinton street	A-855	19
Labunski, Paul	232 Armitage avenue	5403	16
Lacavera, Sal	39 Gault court	5344	22
Lacerra, Jerry	218 N. Sangamon street	6026	17
Lackovitch, Tom	88 Fisk street	2273	10
Lacy, S., and Johnson, Ed	41 E. 13th street	532	1
Ladd, S. A	843 Root street	5590	30
Lafferty, J. G	2258 Cottage Grove avenue	619	2
Lagorio, A	299 W. Madison street	5616	18
Lagorio, J. D	144 W. Madison street	3552	18
LaGrika, Jas	1839 S. Clark street	617	1
Lahayczak, Con	S. E. cor. 120th and Green streets	4619	33
Lahowitz, Jos. J	S. E. cor. Miller and Vernon Park place	A-649	19
Laich, Geo	168 95th street	1386	8
Lajnaj, M. J	8526 Green Bay avenue	1419	8
Lake, Geo. H	269 Dearborn street	2254	1
Lake View Mercantile Co., Inc	1056 Lincoln avenue	1477	24
LaLond, Gus	2470 115th street	4293	33
Lamb, H. W	267 Colorado avenue	5074	13
Lamb, Jas. and Frank	5159 Princeton avenue	5084	30
Lambert, Ed	101 W. 115th street	5257	33
Lambert, F., and Warren, J	321 E. Division street	6293	22
Lambert, Jos	11592 Michigan avenue	3988	33
Lambrecht, Ed	11309 Michigan avenue	3012	33

Name.	Address.	License No.	Ward.
Lammering, J. H.	750 Racine avenue	885	25
Landanskis, K.	3119 Morgan street	4884	4
Lande, Abe	120 Grand avenue	4357	17
Landgraff, Geo.	299 Wells street	977	22
Landkammer, R.	273 W. Division street	6188	15
Lankes, C., and Both, F. A.	235 Larrabee street	4363	22
Lanz, Emil	834 Milwaukee avenue	2429	17
Lang, Felix, Jr	87 Fremont street	4233	23
Lang, Frank	117 W. 18th street	2137	9
Lang, Gust	6101 S. Ashland avenue	2902	31
Lang, John	4522 State street	2172	30
Lang, Leo	4372 N. Clark street	A-23	25
Lang, Rich	916 Fullerton avenue	1474	27
Langan, Bridget	116 N. Branch street	800	22
Lange, C. F.	683 W. North avenue	746	28
Lannon, P. J.	245 39th street	2854	30
Lanzillotti, F.	118 Ewing street	A-463	19
La Pointe, W. J.	2111 W. Harrison street	3580	34
Laporati, Steve	225 Milwaukee avenue	4816	17
Laport, A.	2889 Archer avenue	4558	5
LaPorto, Tony	161 W. Polk street	5022	19
Larner, M.	443 Root street	4665	30
Larsen, Axel	1130 N. California avenue	3460	28
Larsen, Chas	715 W. North avenue	823	28
Larson, A. P.	1169 W. Lake street	833	14
Larson, Chas., and Lavin, O.	1318 W. 12th street	3085	12
Larson, H., and Peterson, H.	99 N. Centre avenue	A-613	17
Larson, L., and Norrby, L.	103 92d street	966	8
Larson, L.	109 E. Chicago avenue	3246	22
Larson, Lars	151 92d street	5975	8
Larson, Nic	4101 Ashland avenue	3337	29
Laschober, J.	359 W. 45th street	2324	30
Laskowski, M.	995 Sacramento avenue	4954	12
Lass, Jul	2803 S. 41st avenue	1065	34
Latall, F., and Zimmerman, Geo.	1852 N. Ashland avenue	3656	26
Latas, Geo. A.	1765 W. North avenue	1987	27
Lau, Max	291 Michigan street	1834	21
Lauer, Carl	1050 N. Western avenue	3571	28
Lauer, Jos R.	134 E. Fullerton avenue	299	24
Lauer, M.	114 Center street	1218	24
Lauer, Math	130 Willow street	4032	24
Laughlin, John	754 Ogden avenue	4799	12
Lauritzen, L.	9206 S. Chicago avenue	5961	8
Lauterbach, F. Geo	162 N. Clark street	5422	21
Lauterbach, Geo	285 N. Ashland avenue	224	14
Lauterbach, Julius	23 Canalport avenue	4734	9
Lavelle, Michael	239 Orleans street	4608	22
Lavin, Wm	1451 W. Van Buren street	1670	13
Lawrence, Mrs. A.	193 S. Desplaines street	A-46	18
Lawrence, Cy	475 W. Division street	4943	15

Name.	Address.	License No.	Ward.
Lawrence, Jas	292 E. 29th street	4776	2
Lawrence, M	272 Maxwell street	3043	9
Law, John	114 N. Clark street	4291	21
Lawler, Jos	566 W. Harrison street	5301	20
Lawler, Mrs. M	352 S. Clark street	3540	1
Lawler, Pat J	10053 Ewing avenue	A-709	8
Lawson, John	62 E. 39th street	767	3
Lay, John	686 N. Halsted street	2990	23
Lay, Jos A	183 Washington street	3282	1
Laznovsky, Jos	3325 N. 40th avenue	5645	27
Lazovski, W	579 S. Jefferson street	1010	9
Leach, W. G., and Bardwell, Geo	3800 Cottage Grove avenue	5090	3
Leader, C. B	17 Custom House place	1467	1
Leahy, Pat	2800 Union avenue	5634	4
Leaney, John	223 Ogden avenue	2272	20
Lebovitz, H	11247 Michigan avenue	3606	33
Lebovitz, H. J	6311 S. Halsted street	3607	31
Lebrecht, M	984 Milwaukee avenue	6234	16
Lechner, B	394 Larrabee street	2676	22
Le Clair, Geo	97 S. Sangamon street	493	18
Leddy, Jas	4252 Wentworth avenue	A-662	30
Ledene, H	1057 Mariana street	1491	24
Lederer, I	2200 Archer avenue	3677	4
Lederer, R. and S	674 Milwaukee avenue	4798	17
Lederer Co., S. Inc., J. Oppenheimer, Pres	9100 Commercial avenue	5876	8
Ledzianowski, H	3156 Wall street	2499	4
Lee, Jas. J	1158 W. 51st street	A-329	29
Lee W. B	18 N. 48th avenue	3297	35
Legat, John	644 Blue Island avenue	6254	10
Lehmann, Emil	1159 Armitage avenue	3945	27
Lehmann, Fred	1029 N. Leavitt street	A-243	28
Lehmann, J. G	262 Blue Island avenue	2363	10
Lehmann, Rud	657 Milwaukee avenue	3635	17
Lehner, M	5247 Ashland avenue	1073	29
Lenhardt, Paul	323 W. Chicago avenue	5117	17
Lehnig, Paul	2160 W. Lake street	5019	34
Lehr, F. J	905 35th street	A-286	5
Leight, Chas	81 E. Harrison street	2189	1
Leinhaas, Fred	3063 N. Clark street	A-287	26
Liepold, Jos	765 Southport avenue	686	24
Leister, Gust	14 Custom House place	1871	1
Leitch, R	282 Lincoln avenue	2632	23
Leitman, Mary	527 Canal street	6244	9
Lemp, Henry	2393 Kensington avenue	5002	33
Lencioni & Masetti, Inc	2700 Princeton avenue	4618	4
Lencioni, T. and Masetti, P	483 37th street	3334	3
Lengnadoro, Jas	111 Indiana street	5963	22
Lenkeit, F	404 Diversey boulevard	121	24
Lennon, Jos	2292 Archer avenue	2230	4

Name.	Address.	License No.	Ward.
Lenz, Rosa	6801 Elizabeth street	279	32
Lenzen Wine Co., A. A. Lenzen, Pres	42 La Salle street	3958	1
Lenzini, Peter	1960 Grand avenue	5224	35
Leoni, Frank	1368 W. Madison street	6039	13
Leopold, H. and Mergentheim, A. D	167 Adams street	489	1
Leppert, C. A	271 E. Madison street	3814	1
Lera, Dom	2700 Dearborn street	5442	2
Leszezinski, S	3400 Auburn avenue	4299	5
Leszczynski, A	3227 Mosspratt street	3944	4
Lesser, M	158 Blue Island avenue	3510	19
Lester, Sam	198 E. North avenue	4252	22
Lettiere, D. and Yanger, B	5000 State street	1375	30
Letzter, Jos	1260 Kedzie avenue	1515	12
Leutbecher, Otto	88 E. Huron street	2511	22
Leuwer, Adam	4909 S. Ashland avenue	2256	29
Levin, A	155 Randolph street	A-248	1
Levin, Jacob and Frank	2700 Armour avenue	1895	2
Levin, Jacob and Frank	256 E. 22d street	1896	1
Levin, Paul	166 S. Clark street	3325	1
Levinkind, H	213 92d street	993	8
Levinson, Sam	437 S. Morgan street	1912	19
Levinsky, H	217 W. Lake street	4048	18
Levison, Louis I	103 E. Harrison street	A-630	1
Levit, M. L	893 Armitage avenue	2012	28
Levit, Ig	716 W. Polk street	3115	20
Levy, Chas	955 Milwaukee avenue	5075	16
Levy, E. C	943 Madison street	1292	20
Levy, Jos	1062 W. Madison street	4364	13
Levy, Jos	66 N. Western avenue	4383	14
Levy, Leo	2060 N. Ashland avenue	992	26
Levy, M	3359 S. Halsted street	2336	5
Lewis, Abe. C	559 W. Madison street	1256	18
Lewis, Dow B	96 Dearborn street	F-1	1
Lewis, Howard	48 Van Buren street	2104	1
Lewis, M	76 W. 13th street	1539	9
Lewis, Theo	609 S. Canal street	91	9
Lewandorski, S	1027 N. Hoyne avenue	2618	28
Lewandowski, Chas	2058 N. Western avenue	6103	27
Lewandowski, M	8307 Buffalo avenue	A-214	8
Lewandowski, St	136 Front street	4234	17
Lewandowski, Vac	336 N. Sangamon street	1245	17
Lewark, Ad	3938 Wentworth avenue	3824	30
Lewerenz, Chas	474 31st street	1837	4
Lewerenz, L. T	430 N. Lincoln street	633	15
Lewi, J	2900 Armour avenue	747	2
Lewinsky, Abe	309 W. Polk street	5936	19
Lewinsky, Ike	185 W. Taylor street	5919	19
Lewinsohn Co., D., Inc., D. Lewinsohn, Pres	329 Wabash avenue, second floor	4919	1
Lewinsohn, H. W	323 Wabash avenue	5096	1

Name.	Address.	License No.	Ward.
Liberenz, Ed	623 N. Leavitt street	3248	15
Libuszowski, John	3856 Ashland avenue	A-663	29
Libuszowski, John	1825 W. 42d street	5689	29
Lieberman, Gust	434 Kedzie avenue	A-549	13
Lieberman, L	459 State street	1030	1
Liebermann, R	309 S. Clark street	2017	1
Lieberman, S	203 Division street	2795	22
Lieberthal, Hyman	1708 W. Ohio street	4959	35
Lill, Ed	556 Van Buren street	1021	20
Lillig, And	191 W. 22d place	3358	11
Limacher, Jac	254 E. North avenue	2600	22
Limperis, J	14 Dearborn street	A-28	1
Limpert, John	1443 Van Buren street	3017	13
Lindemann, Hans	1430 Ogden avenue	4706	12
Lindner, M. C	865 W. Fullerton avenue	575	27
Lindquist, A. J	306 N. Franklin street	365	22
Lindquist, P	1025 W. 59th street	6232	31
Lindquist, Peter	73 E. 35th street	4377	3
Lindstrom, E. W. and Tanner, R. B	3517 N. Clark street	A-469	26
Lindstrom, P. O	280 N. 48th avenue	1000	35
Lindstrom, Theo	5651 Halsted street	3493	31
Linduska, J	1196 Albany avenue	3509	12
Link, F. E	1351 Diversey boulevard	245	25
Link, John	581 Blue Island avenue	1843	10
Linkel, Fritz	838 Southport avenue	A-397	26
Linn, Albert, and Pearson, Aug	1683 N. Clark street	40	25
Linster, A	W. Peterson and Lincoln avenues	592	27
Linzen, H. and Sickinger, H	10 Sherman street	4144	1
Lipke, A. C	231 Jackson boulevard	3813	1
Lippert, Fred	177 Wells street	1211	22
Lippert, M	235 S. Halsted street	195	19
Lipsictz, C. and Gordon, L	403 State street	1769	1
Lipsky, Abe	3036 Cottage Grove avenue	4999	2
Lisiecki, J. M	892 N. Hoyne avenue	203	28
Lisowski, W	3252 Fisk street	265	5
List, Otto	512 Diversey avenue	4781	28
Listecki, Frank	8460 Buffalo avenue	1070	8
Listner, Con	289 W. 18th street	9223	9
Liston, John	756 35th street	5950	5
Litterski, Paul	1005 N. Hoyne avenue	4236	28
Little, T. H	2101 Armour avenue	A-607	1
Ljustina, M. and Delaney, D	10758 Torrence avenue	4762	8
Ljustina, I	60 Redfield street	4418	16
Lobraico, F. D	359 Jefferson street	5955	19
Locci, M	858 W. Van Buren street	5424	20
Locci, M. and Ginnoni, J	2163 W. Harrison street	5426	34
Locci, M. and Ginnoni, A. J	2104 Harrison street	4564	13
Loeb, Dave	299 S. Clark street	2018	1
Loeffler, Dan	3758 S. Hermitage avenue	3883	5
Loeffler, Sig	3157 Centre avenue	4568	4

Name.	Address.	License No.	Ward.
Loehr, A. and Jungblut, M.	250 E. Lake street	2295	1
Loehr, E.	226 Chicago avenue	4290	21
Loetz, Chas.	192 Dayton street	1628	23
Loftus, Jas.	50 E. 12th street	5546	1
Loftus, Patrick	225 91st street	1119	8
Loftus, W. J.	65 E. Kinzie street	3373	22
Lomax, F.	222 25th place	598	4
Lomax, James H.	171 Fifth avenue	1931	1
Lomax, James H.	209 Fifth avenue	1932	1
Lomax, J. and C.	350 S. Clark street	732	1
Lomax, J. and C.	354 State street	733	1
Lomax, J. and C.	430 State street	734	1
Lomasney, W. A.	1009 Blue Island avenue	173	11
Londergon, W. H.	4234 Princeton avenue	A-175	30
Lonergon, E. J.	280 E. 39th street	4786	3
Lonergan, E. J.	6753 Halsted street	A-546	32
Lonergan, J. A. and Boyle, J. M.	1800½ Wabash avenue	2856	1
London, Jos.	595 Canal street	3159	9
Longhi, Emil	380 State street	637	1
Lonsdale, F. E.	328 W. Van Buren street	6238	19
Loonem, Thos.	63 Aberdeen street	5625	18
Loonem, Thos.	288 Washington boulevard	4614	18
Lopina, John	1939 Archer avenue	1220	1
Lorenz, Chas.	1409 W. 103d street	4645	32
Lorenzen, C. J.	977 N. Campbell avenue	163	28
Lorenzen, L.	1156 S. Western avenue	4860	12
Lorkowski, F. J.	1120 Elston avenue	722	16
Losoz, W. A.	1492 W. 22d street	342	12
Lotesto, Joe	73 E. Polk street	5692	1
Lotesto, Jos.	408 S. Clark street	1023	1
Louen, John	702 Grace street	4185	26
Lowenthal, H. M.	317 Maxwell street	4112	9
Lowinski, A.	585 Holt avenue	3769	16
Lowis, A.	1525 Wabash avenue	2526	1
Lowis, D. and Feinberg, A.	162 E. 18th street	3655	1
Lowis, Meyer	1634 S. State street	687	1
Lowy, A.	2476 N. Western avenue	1917	26
Lowy, Ad.	39 E. Chicago avenue	A-449	22
Lowy, Fred	746 S. Halsted street	1998	9
Lucas, Michael	2106 W. Kinzie street	5543	34
Lucchesi, R.	359 S. Kedzie avenue	3285	13
Luchesi, Alex	59 Rush street	1836	21
Luczak, Jos.	1505 W. 22d street	4380	12
Ludwig, Jos.	1218 W. 12th street	6295	12
Ludwig, Jos.	114 Randolph street (basement)	5272	1
Ludwig, Peter	1959 N. Robey street	4964	26
Luebbe, Wm. F.	10062 Avenue M	5793	8
Luecker, Geo. and Harry	496 29th street	1854	4
Luedemann, Claus	992 W. 22d street	1715	12
Lueneburg, Chas.	175 Wells street	1461	22

Name.	Address.	License No.	Ward.
Luetzow, H	872 W. 21st place	178	11
Luiso, M	61 W. Ohio street	981	17
Luka, Chas	660 Dickson street	A-296	16
Lukas, L	4757 Laflin street	2877	29
Lukina, J	362 W. 18th street	A-235	9
Lukoszius, L	160 W. 14th place	2286	9
Lumpp, J. J	902 W. 12th street	4814	11
Lund, Walter	767 W. North avenue	4369	28
Lundberg, John	3520 Milwaukee avenue	6222	27
Lundberg, Ole	1353 W. 12th street	2032	13
Lundgren, A	297 24th street	1608	12
Lundgren, J. H	1131 Oakley avenue	4285	12
Lundgren, M	5428 Wentworth avenue	85	30
Lundgren, Oscar E	9180 Harbor avenue	964	8
Lundine, A. V	4658 Halsted street	3030	29
Lundquist, Carl	65 E. Chicago avenue	2507	22
Lundquist, L	6058 Morgan street	2773	31
Lundy, Axel	21 Milwaukee avenue	3928	18
Lunow, Otto	454 Hastings street	2652	11
Lurie, Henry	760 W. Division street	167	15
Lurie, R	4301 Wentworth avenue	4437	30
Lurrie, I. H	6106 State street	3561	31
Lusk, M. J	172 Michigan street	4978	21
Luzzo, Sam P. and D'Andrea, A	140 Illinois street	A-831	21
Lytthans, V. G	345 Milwaukee avenue	2750	17
Lynch, Dan. H	6243 State street	A-385	7
Lynch, Ed and Proulx, Ed	200 Halsted street	4872	18
Lynch, Ed and Proulx, E	193 W. Van Buren street	5631	18
Lynch, Jas	19 S. Western avenue	A-728	14
Lynch, Jas	2641 38th street	1036	5
Lynch, Jas. P	181 E. 20th street	5513	1
Lynch, John A	6558 Bishop street	5931	31
Lynch, Jno. and Mich	171 S. Halsted street	5473	18
Lynch, John J	2035 S. Clark street	A-914	1
Lynch, M. and Long, F	249 E. 22d street	A-160	2
Lynch, M. and Long, F	1809 Armour avenue	1512	1
Lynch, R. J	731 W. 43d street	2626	30
Lynch, W. J	543 W. 43d street	5305	30
Lyon, Geo. W	684 Canal street	4458	9
Lyons, A	29 Huron street	2793	22
Lyons, Dan	48 Edgemont avenue	6283	19
Lyons, E	6456 State street	5078	32
Lyons, Frank	3859 Wentworth avenue	3586	3
Lyons, Frank	4301 Halsted street	3583	30
Lyons, M. and J	500 31st street	6182	4
Lyons, R	235 N. Clark street	6278	21
Lyons, Red	103 E. Kinzie street	2070	22
Lyons, Thos	165 Webster avenue	4451	23
Lyons, Walter	95 W. Van Buren street	A-173	18
McAndrews, John	311 W. 14th place	6300	10

Name.	Address.	License No.	Ward.
McArdle, Jas	5600 Halsted street	2977	31
McArdle, M	224 E. 37th street	2489	3
McAtee, Brady J	108 E. 22d street	330	1
McAuley, M. J	3109 S. Halsted street	2583	4
McAuliffe, Frank	4513 Gross avenue	6290	29
McAuliffe, John	187 Clark street	3884	1
McAuliffe, P. F. and McHugh, T	502 S. 48th avenue	5511	35
McBreen, Thos. and Rogers, J	72 Fullerton avenue	4783	24
McBride, Stephen	2800 Hillock avenue	A-5	5
McBurney, W	4645 Wentworth avenue	680	30
McCabe, Chas. W	233 W. Van Buren street	1022	18
McCabe, Jno	671 Carroll avenue	1295	14
McCaffery, D	2022 W. Harrison street	1958	13
McCahey, Frank	4451 Halsted street	A-940	29
McCappin, Art	83 92d street	3179	8
McCarthy, C	4216 S. Ashland avenue	A-835	29
McCarthy, D. J	345 31st street	994	2
McCarthy, F. J	540 S. Western avenue	1764	20
McCarthy, Jas	917 W. 47th street	A-506	29
McCarthy, Mrs. Jas	764 W. Lake street	A-448	14
McCarthy, J	229 S. Canal street	3412	19
McCarthy, J. B	1151 W. Van Buren street	3856	13
McCarthy, J. D	1322 W. 18th place	5187	12
McCarthy, J. J	567 W. Erie street	3821	14
McCarthy, J. J	383 Ogden avenue	2361	20
McCarthy, M	9420 Commercial avenue	584	8
McCarthy, M. J	393 Wells street	2362	22
McCarthy, Maurice J	4161 S. Halsted street	345	30
McCarthy, P. and T	59 N. State street	3348	21
McCarthy, P. and T	5700 Ashland avenue	5628	31
McCarthy, S. F	240 N. Western avenue	4384	14
McCarthy, Thos	561 43d street	2841	30
McCarthy, Wm	6058 Cottage Grove avenue	344	7
McCauley, Delia	369 Wells street	4272	22
McCauley, D. H. and W. T	181 W. Washington street	3467	18
McCauley, H. D. and W. T	123 W. Randolph street	3466	18
McCinniff, H. W	880 75th street	4811	33
McCloskey, M. F	263 W. Adams street	6071	18
McCollum, A	82 N. State street	4891	21
McCollum, R	150 N. Halsted street	1325	17
McCormick, Jas	297 Wells street	527	22
McCormick, Jas. J	3462 Halsted street	1520	5
McCormick, Jos	4801 Halsted street	2045	30
McCormick, O. T	850 35th street	6047	5
McCormick, Wm	153 E. Division street	2634	22
McCormick T. J	5 E. 26th street	3137	2
McCoy, J. A	198 W. Van Buren street	A-634	19
McCoy, M. J	3358 Dearborn street	5177	3
McCoy, S. J	2600 Wentworth avenue	1840	2
McCoy, Wm	278 Clark street	5636	1

Name.	Address.	License No.	Ward.
McCoy, Wm. J	12 S. Water street	A-481	1
McCreery, Martin	1083 W. North avenue	1430	28
McDermott, J. F	681 Larrabee street	76	23
McDermot, Jas	6601 Halsted street	5413	32
McDermott, F. P	5443 Ashland avenue	4483	29
McDermott, F. and J	1259 W. 51st street	5046	29
McDonough, L	2 Fuller street	2415	5
McDonald, C	1249 Colorado avenue	4941	35
McDonald, Frank	156 Van Buren street	A-442	1
McDonald, J. H	762 E. 63d street	29	7
McDonald, Jas	355 Root street	595	30
McDonald, R	147 Clinton street	5856	18
McDonald, T. F	739 Larrabee street	2688	23
McDonagh, M. J	2800 Archer avenue	2838	4
McDonnell, John	461 W. North avenue	723	16
McDonough, John	3001 Haynes court	492	5
McDougall, E. A	1305 W. 47th street	5360	29
McElligott, Jno. P	62 N. Halsted street	5572	18
McElligott, P. W	59 N. Halsted street	858	18
McEneely, T. J	203 Blue Island avenue	2087	19
McEvoy, Pat	2900 Cottage Grove avenue	5681	2
McEvoy, Pat	2564 Cottage Grove avenue	5682	2
McGann, Steve	20 S. Clark street	2736	1
McGarigle, J	122 E. 18th street	3134	1
McGarry, A	1289 S. California avenue	3811	12
McGarry, M. and B	347 Fifth avenue	604	1
McGinnis, A	1214 W. Van Buren street	4746	13
McGinnis, A. L	2122 Grand avenue	5918	35
McGinnis, Jno. and Farquahar, Jno	1105 Blue Island ave	432	12
McGinnis, L	208 State street	1044	1
McGinnis, Owen	422 State street	1212	1
McGinty, J. J	4726 Ashland avenue	1929	29
McGinty, Martin	3604 S. Hermitage avenue	A-687	5
McGinty & O'Brien	84 Adams street	2399	1
McGivern, J. A	836 Root street	2352	30
McGough, B	2106 W. 12th street	2989	34
McGovern, Frank	1258 51st street	3391	29
McGovern, Terrance and Sheahan, P. J	4303 State street	A-497	6
McGovern, Wm	5621 Ashland avenue	3572	31
McGowan, Jas	162 Chicago avenue	4463	22
McGrane, C	1447 Montrose avenue	1300	27
McGrath, D. M	113 E. 18th street	3290	1
McGrath, S	36 Michigan street	2685	22
McGrath, Thos. F	1059 W. 51st street	5711	29
McGrath, Wm. and Anderson, A	13 E. 13th street	3197	1
McGrath, Wm. J	315 Milwaukee avenue	1205	17
McGraw, J. J	133 Lake street	691	1
McGreal, P	3732 Cottage Grove avenue	3255	3
McGreevy, Jno. and Martin, P	2357 115th street	4073	33
McGreevy, Thos	3614 State street	3117	3

McGuire, John	6854 Green street	3206	32
McGuire, Mike	5701 S. Halsted street	3646	31
McGuire, M	130 W. Van Buren street	6009	19
McGuire, Wm. and Cobb, A. C	70 Rush street	A-780	21
McGuire, Wm. and Cobb, A	3311 Cottage Grove avenue	1209	3
McHale, Dave	752 Ogden avenue	2969	12
McHale, Geo	265 Garfield avenue	3603	23
McHale, John	113 E. Erie street	5623	22
McHale, M. and Dwyer, A	191 N. Clark street	5269	21
McHenry, J. T	115 Fullerton avenue	5964	24
McHugh, Pat	1549 Indiana avenue	1253	1
McInerney, David	486 W. Van Buren street	6315	20
McInerney, J. J	444 43d street	3204	30
McKendry, Jno. J	356 W. Adams street	856	18
McKenna, J. P	5308 Wentworth avenue	A-473	30
McKenzie, Chas	28 Custom House place	4119	1
McKenzie, John	400 Sedgwick street	A-573	22
McKeon, Thos	80 W. Washington street	4287	18
McKiernan, F. and Vlach, J. F	249 Clark street	A-455	1
McKim, Hy	1434 W. 61st street	4475	31
McKown, Thos	103 N. Clark street	2443	21
McLane, E. D	1720 Wabash avenue	6214	1
McLaughlin, James	9146 Commercial avenue	908	8
McLaughlin, Jas	306 S. Clark street	2997	1
McLaughlin, J. H	853 61st street	272	7
McLaughlin, J. J	1015 W. Lake street	2308	14
McLaughlin, M	1237 Fulton street	5051	14
McLeod, A	6331 Halsted street	5656	32
McLeod, N	11506 Front street	A-683	33
McLeod, N	2375 Kensington avenue	2437	33
McMahon, D	889 N. Clark street	638	23
McMahon, Frank,	515 26th street	2943	4
McMahon, Jas. J	280 Grand avenue	5743	17
McMahon, P. J	6935 Stony Island avenue	6133	7
McMahon, Thos	3051 Archer avenue	2229	5
McManus, A. A	982 E. 63d street	3563	7
McMullen, E	634 S. 48th avenue	5188	35
McMullen, E. J	5656 Halsted street	5552	31
McMullen, John	718 S. Halsted street	3860	9
McNally, Jas. P	4914 Centre avenue	4487	29
McNally, John	5001 Ashland avenue	2751	29
McNally, M. J	2979 State street	3211	2
McNally, M. J	4647 Halsted street	3208	30
McNally, T	1533 W. 47th street	1976	29
McNally, Thos	4122 State street	2986	30
McNamara, J. J	1047 Madison street	6346	13
McNamara Co., M., Inc	348 E. 37th street	2851	3
McNamara, M. and Wm	365 W. Taylor street	2156	19
McNamara, Thos	9962 Commercial avenue	5896	8
McNamara, W. G	5257 May street	2847	29
McNarney, Jas. J	848 W. 42d street	5642	30

Name.	Address.	License No.	Ward.
McNeill, M. H.	581 State street	6082	1
McNicholas, B.	4915 Halsted street	2875	30
McNicholas & Son, Jno.	4431 Halsted street	4489	30
McNicholas, John	5200 Morgan street	2876	29
McNicholas, J.	3791 Archer avenue	2376	5
McNicholas, P. J.	4655 Wentworth avenue	5745	30
McNulty, M.	578 Ogden avenue	2300	20
McNulty, Martin	28 Wells street	2209	21
MacPherson, H.	388 State street	2407	1
McQuade, Frank	1656 W. 69th street	A-478	31
McQuade, Frank	3600 Wallace street	3569	5
McQuaid, Bridget	4832 Wentworth avenue	A-627	30
McQuaid, Mrs. B.	4305 Wood street	5632	29
McQuaid, Chas. F.	2001 State street	5789	1
McQuaid, Mrs. M.	423 W. 51st street	5803	30
McShane, A.	1928 S. 40th avenue	2086	34
McTague, Chas.	2801 Emerald avenue	4624	4
McVady, A. and A. C.	6344 Cottage Grove avenue	3238	7
McVady, A. J.	6850 Green street	403	32
McWilliams, John	139 Sacramento avenue	2520	14
Maas, Rud, Jr.	251 Dayton street	3774	23
Macak, Vac.	2022 47th street	A-611	29
Mach, John	234 Washburn avenue	5296	10
Machinis, A. and Bournazos, D. G.	1643 35th street	5	5
Machmert, Geo.	658 Belmont avenue	2687	26
Maciejewski, B. L.	1306 W. 18th place	A-944	12
Maciejewski, B. L.	816 W. 17th street	340	11
Maciejewski, P.	908 N. Hermitage avenue	3631	16
Maciosek, J.	4224 S. Ashland avenue	333	29
Maciosezek, W.	1201 N. Irving avenue	3722	28
Mack, Frank	1676 W. 12th street	2305	12
Mackavis, J. A.	819 S. Halsted street	5500	9
Macken, Mrs. Katie	4716 Centre avenue	5702	29
Mackey, P. J. and T. P.	1577 W. 12th street	2806	13
Macko, Frank	1131 Turner avenue	6022	12
Mackowiak, Jos. and Augistyniak, I.	4841 Elizabeth street	A-428	29
Macko, Gust.	2701 Cottage Grove avenue	3541	2
Madagin, M. P.	4358 State street	5112	30
Madden, D.	51 Center street	4685	23
Mader, F. W.	601 Wells street	4220	21
Madia, G.	372 S. Clark street	1103	1
Maehl, Nic.	280 S. Clark street	412	1
Magee, D. J.	771 Austin avenue	3598	14
Maggio, Nick	2242 Wentworth avenue	2792	4
Magnussen, G. S.	252 Grand avenue	6070	17
Magovac, John	821 Blue Island avenue	5186	11
Maguire, M. S.	26 E. 16th street	4974	1
Maguy, T. L.	474 W. Harrison street	1968	19
Maher & Co., E. J. Maher, Pres.	228 W. Madison street	A-480	18
Mahler, Geo.	50 S. State street	2124	1

Name.	Address.	License No.	Ward.
Mahnke, Chas	449 26th street	920	4
Mahoney, D. and Haggerty, D. P	1254 93d street	154	33
Mahoney, John V	6259 Halsted street	4771	31
Mahr, Jul	101 Roscoe street	6136	26
Mahr, Peter	1394 N. Clark street	5483	25
Maierzyk, I	4543 Justine street	2050	29
Maikowiak, S	182 W. Randolph street	4513	18
Maise, M	3838 Cottage Grove avenue	A-359	3
Maise, Math	1438 Indiana avenue	1597	1
Maiwurm, H. F	79 Monroe street	3247	1
Majdecki, W	4741 Elizabeth street	A-149	29
Majerns, Nick	2144 N. Humboldt street	51	27
Majestic Hotel, F. Hall	18 Quincy street	3707	1
Mejewski, A	17 Crittenden street	1910	17
Majloth, John	1000 W. 119th street	4676	33
Maka, John	4105 Ashland avenue	6367	29
Makowski, And	847 Milwaukee avenue	1231	16
Malak, Felix	12259 Wallace street	2439	33
Malatesta, John	956 W. 63d street	1496	31
Mahlburg, Barney	553 Sedgwick street	695	23
Malchow, J. and Plohr, Harry	66 Adams street	986	1
Malcom, F. B	153 Washington street	5408	1
Malecha, Chas	1405 S. 40th avenue	6356	34
Malecki, A	8501 Ontario avenue	848	8
Malecki, M	722 Dickson street	A-403	16
Malig, Chas	2296 W. 12th street	1060	34
Malinovich, Jacob	501 W. 14th street	6017	10
Malinowski, B	2900 Milwaukee avenue	6044	27
Malinski, Wm	2 Blucher street	5808	16
Malinsky, Jos	1370 Homan avenue	6260	12
Mallinger, John	5358 Ashland avenue	A-896	29
Mallinger, John	160 Burling street	A-897	23
Mallinger, John	545 N. Halsted street	5487	22
Malloy, E	188 Clark street	5915	1
Malmborg, Victor	9301 Commercial avenue	5895	8
Malone, John	632 31st street	529	4
Malone, L	203 W. Taylor street	5685	19
Maloney, J. T	833 S. Lawndale avenue	2048	34
Maloney, P	1551 W. 12th street	2622	13
Maloney, P. H	42 E. Polk street	5427	1
Maloney, P. J	1689 Ogden avenue	411	34
Maloney, P. J	1763 Ogden avenue	2623	34
Maloney, P. T	409 Lincoln avenue	555	25
Maloney, T. J	4700 State street	6207	30
Malpede, Sam	196 Sherman street	4695	1
Maltzen, R. S	252 Milwaukee avenue	2187	17
Mammoser, M	2215 Wentworth avenue	3570	4
Manasse, Herm	1178 Milwaukee avenue	3289	16
Mandelson, M	374 W. Madison street	3142	18
Mandich, M	8932 The Strand	3410	8

Name.	Address.	License No.	Ward.
Mandernach, M	1505 W. 51st street	5365	29
Mangan, Wm	152 Centre avenue	3989	19
Mangler Catering Co., The, Wm. Mangler, P. and T	119 La Salle street	3818	1
Manhal, Carrie	3618 Kedzie avenue	560	5
Manheim, W. H	220 W. Randolph street	A-6	18
Maniurka, Con	370 N. Ashland avenue	3389	17
Mankowski, Jos	723 W. 17th street	2665	11
Mann, Geo. A	130 Ontario street	5492	22
Mann, Wm	2250 Milwaukee avenue	A-153	27
Mannion, Pat	87 88th street	2581	8
Manny, Jos	84 N. Carpenter street	1635	18
Mantel, M	3157 Fox street	2596	5
Mantell, R	4466 Fifth avenue	3548	30
Marks, A. A	406 W. North avenue	3321	16
Marks, Abe and Epstein, Abe	275 W. Madison street	5446	18
Marks, E	225 W. Madison street	4410	18
Marks, I. and L	229 W. Madison street	4412	18
Marks, Louis	257 W. Monroe street	A-734	18
Martin, Albert	601 Racine avenue	361	24
Martin, E. and Bianchi, B	1341 North Clark street	1451	25
Martin, Hy	2 Elburn avenue	4827	19
Martin, J	379 Elston avenue	4698	16
Martin, Jno. and Jas	97 Wells street	3233	22
Martin, Joe	383 23d street	1204	4
Martin, R	20 Charles place	1782	1
Martin, Wm	3628 S. Halsted street	A-920	5
Martin, Wm	32 Wallace street	736	4
Marach, Mrs. Mary	27 Fay street	2241	17
Maravifilia, J. G	616 W. Van Buren street	5661	20
Marceau, L	1228 Indiana avenue	6010	1
Marciniak, Jos	825 W. 31st street	4504	4
Marciniak, M	8645 Houston avenue	A-370	8
Marcinkewicz, Geo	1925 45th street	4631	29
Marcinkewicz, J. and Malleski, Wm	149 W. 18th street	1989	9
Marcinkowski, Val	3703 Centre avenue	144	5
Marcus, A. B	1911 Archer avenue	4526	1
Marcey, J. and Newhart, Chas	51 State street	4657	30
Marek, F. J	655 W. 25th street	4001	12
Marelli, A	10 Wells street	3332	21
Margraff, Chas	473 22d street	6324	4
Marik, Joe	1559 W. 47th street	A-115	29
Mark, Ed and Markel, O. J	752 63d street	3804	7
Mark, John P	2634 Milwaukee avenue	4779	27
Markey, L	3504 Vincennes avenue	2342	3
Markiewicz, Jos. J	342 N. Ashland avenue	449	17
Markowski, M	786 W. 17th street	5639	11
Markulis, F	2733 Archer avenue	449	4
Marlow, Jas. R	3301 Wallace street	1379	5
Marmitt, J	1861 Lincoln avenue	2054	26

Name.	Address.	License No.	Ward.
Maronde, Chas	5161 State street	1392	7
Maros, Anton	3711 Kedzie avenue	A-312	5
Marose, Ferd	3659 S. Winchester avenue	160	5
Marroni, M	422 Dearborn street	5250	1
Marsh, E	9264 S. Chicago avenue	2662	8
Marshall, A	146 Perry street	3724	24
Marshall, Jos	171 E. 21st street	1042	1
Marshall, Thos	292 E. 22d street	2420	1
Marshall, W. and F	48 S. Water street	1273	1
Marski, Jac	689 Wrightwood avenue	1199	24
Marszatek, St	44 Fuller street	5125	5
Martensen, M. and Anderson, H	138 Oak street	1978	22
Martincic, Jac	937 Blue Island avenue	3901	11
Martinek, F	2035 W. 47th street	A-181	29
Martzan, Fred	1122 W. 13th street	1517	12
Marwitz, W	1075 N. 56th court	A-142	27
Marx, A. and Fred	121 Clark street	4655	1
Marx, Gust	64 W. Lake street	1067	18
Marx, Henry	391 W. Erie street	5592	17
Marz, W. J	1151 Armitage avenue	2015	27
Marzano, D	87 Forquer street	5872	19
Masesso, Nicola	250 Forquer street	A-704	19
Maskell, John	364 Adams street	5148	18
Maskell, John and P. T	4453 State street	1897	6
Maslonka, Jno	4254 Ashland avenue	2495	29
Masny, S	30 Ruble street	A-927	9
Masny, St	40 String street	5196	9
Mason, D. D	2597 Evanston avenue	3650	25
Maskandrea, E	96 Polk street	6067	1
Masterson, Mrs. Thos	5900 Centre avenue	6105	31
Mastny, Vac	279 W. 20th street	5992	10
Matas, V. J	3158 N. 40th avenue	5827	27
Mathews, John W	3823 Kedzie avenue	4673	5
Mathiesen, O. G	558 Armitage avenue	A-277	28
Mathis, Geo	96 Churchill street	3891	28
Matousek, Jac	1451 Trumbull avenue	3966	12
Matson, Geo	1749 N. Clark street	5230	25
Mattas, Jos	465 W. 18th street	1413	10
Matthias, H	2607 S. Halsted street	18	4
Matthews, John	1145 Michigan avenue	4118	33
Mattmueller, M	565 Wells street	3139	21
Matuszewski, T. V	1205 S. Western avenue	1059	12
Matutis, Wm	123 W. 14th place	1687	9
Mavigliano, M	1109 Grand avenue	818	14
Mau, Gust	887 N. Halsted street	4672	24
Maurer, Geo	439 Canal street	2434	19
Mauthe, A	129 Hudson avenue	4361	22
Mautner, Joseph	3415 N. Clark street	441	26
Mayer, Chas	1921 Lincoln avenue	2562	26
Mayer, M. C	37 N. Clark street	1177	21

Name.	Address.	License No.	Ward.
Mayer, John	3934 Wentworth avenue	2235	30
Mayer, John	674 S. Jefferson street	3680	9
Mayer, Mary	3587 Milwaukee avenue	6177	27
Mayetich, John	8957 Green Bay avenue	3549	8
May, Phil	470 Larrabee street	3309	23
May, A	662 W. Chicago avenue	1348	15
Mayr, Jac., Jr	134 W. 18th street	1785	9
Maysack, Ernst	813 Robey street	A-672	11
Maza, Frank	1285 N. Leavitt street	2246	28
Mazac, Jos	1243 S. Turner avenue	2274	12
Mazarakos, N. and Contaxas, C	15 Dearborn street	2344	1
Mazelanskis, J	2401 Auburn avenue	286	5
Mazercik, John	20 Augusta street	4797	17
Mazurczak, M	4501 S. Wood street	675	29
Mazurek, Frank	8424 Superior avenue	1723	8
Mazurek, W. and Klatecki, J	1190 N. Robey street	A-211	16
Mazurkiewicz, M	141 W. Clybourn place	5479	16
Mazurkiewicz, P	677 Dickson street	4861	16
Mear, Mrs. A	284 S. Hoyne avenue	853	20
Meccia, B	66 Milton avenue	4924	22
Meccia, Vito	77 Ewing street	5080	19
Medalis, J. M	8707 Commercial avenue	1733	8
Medosh, Frank	9478 Ewing avenue	1437	8
Meegan, John	1636 W. 47th street	4764	29
Meegan, Pat	4512 Gross avenue	3532	29
Meehan, H	1488 Ogden avenue	1994	12
Meentz, F. E	2855 41st court	1051	34
Meeteren, H. V	11256 Michigan avenue	3458	33
Mehrholz, Wm	708 E. Belmont avenue	A-299	26
Meier, H	616 N. Ashland avenue	5883	16
Meinken, Jul	593 Milwaukee avenue	1712	17
Meisch, N	801 W. 119th street	5106	33
Meisner, John	1238 N. Western avenue	A-826	28
Meisterheim, Lorenz	1115 W. 12th street	6195	20
Melander, Claus	3112 State street	2373	2
Melegari, L	75 Illinois street	6270	22
Melchert, Mrs. T	740 N. Wood street	1221	16
Malichar, J	147 Bunker street	2320	19
Melink, John	1226 W. Polk street	4268	13
Meleka, Tom	3300 Archer avenue	A-833	5
Melka, Vac	1371 Spaulding avenue	4003	12
Mellin, J. F	1099 N. Oakley avenue	5641	28
Mellon, D	8239 Halsted street	3854	32
Melody, W	185 21st street	1658	9
Melvin, John	166 W. Harrison street	6198	19
Mendelsohn, Sam A	61 N. Clark street	5756	21
Mendelsohn, S	1129 Southport avenue	3605	26
Mendelson, S. and L	101 Halsted street	2704	18
Mendelson, Morris	395 S. Centre avenue	1921	10
Mendelson, T	987 W. Madison street	1575	20

Name.	Address.	License No.	Ward.
Menge, Henry	3700 State street	5411	3
Menicucci, H.	519 Wabash avenue	264	1
Menicucci, H. and Tognotti, L.	479 Wabash avenue	263	1
Mentgen, J. P.	3475 N. Clark street	73	26
Merando, Sal	146 State street (top floor)	5760	1
Merhant, Frank	89 Fisk street	A-126	10
Merkel, Anton	418 Larrabee street	4190	23
Merkel, Paul	3753 N. Clark street	1130	26
Merker, Frank	2500 Wallace street	5345	4
Merker, Robt	142 Cleveland avenue	A-717	22
Merkle & Son, P. and E.	La Salle Street Station	3239	1
Merlo, M. and Lomonco, G.	82 Oak street	A-191	22
Mertens, R. F.	337 Washburn avenue	3055	11
Mertes, M.	1606 W. 51st street	A-188	29
Messenger, H.	1600 Wabash avenue	414	1
Mester, Wm	144 Michigan street	2516	21
Metropole Hall Buffet, A. Lindskoy, Prop.	456 31st street	668	2
Metropole Hotel, R. H. Kennett	2300 Michigan avenue	1880	2
Metropolitan Amusement Assn., The, Inc., Chas. Hasterlick, Pres.	6038 Cottage Grove avenue	A-196	7
Mette, Geo	2473 Archer avenue	1380	4
Metzen, Michael	119 W. Adams street	326	18
Metzger, Geo	180 Monroe street	1586	1
Meuthen, H. and Schart, A.	172 Clybourn avenue	1762	
Mezydto, Roch	4359 S. Wood street	A-749	29
Mezydto, Roch	4404 S. Wood street	1136	29
Meyer, A.	554 E. 31st street	3223	4
Meyer, Anton	2776 N. Western avenue	6310	26
Meyer, Casper	2494 Lincoln avenue	4396	27
Meyer, Cerf	125 Blue Island avenue	1440	19
Meyer, Frank	192 W. 22d place	5653	11
Meyer, Franz	1049 N. 42d avenue	4111	27
Meyer, Mrs. Geo	1188 Harvard street	A-431	13
Meyer, Geo. and Wm	46 State street	462	1
Meyer, Gus	991 W. 21st place	4605	12
Mayer, J. S	47 Van Buren street	2790	1
Meyer, Louis	2516 Archer avenue	1381	4
Meyer, M.	770 Sheffield avenue	A-293	25
Meyer, W.	1435 W. Madison street	A-819	13
Meyer, Wm	1003 Armitage avenue	248	27
Meyer & Son, W. (Paul & Lewis)	77 Chicago avenue	5684	22
Meyer, John	4700 Wentworth	3973	30
Meyers, Frank	2313 Lincoln avenue	3504	27
Miller, Chas	22 Maud avenue	120	24
Miller, E.	721 Elston avenue	4567	16
Miller, Frank	8901 Escanaba avenue	2689	8
Miller, Fred C.	603 W. 14th street	5458	11
Miller, Geo	352 26th street	6168	4
Miller, Geo. F.	453 Monticello avenue	5667	35
Miller, H. B.	3000 State street	1374	2

Name.	Address.	License No.	Ward.
Miller, H. B	3501 Halsted street	1521	5
Miller, Henry	3322 S. Western avenue	5212	5
Miller, J. H	553 W. 14th street	5153	10
Miller, John H	805 S. Kedzie avenue	2234	12
Miller, J. G	3091 Evanston avenue	2839	25
Miller, J. P	2167 Archer avenue	6081	1
Miller, John	3106 Wentworth avenue	3819	2
Miller, Kent	228 E. 22d street	5197	1
Miller, Louis	254 W. Division street	371	16
Miller, Otto	7901 Halsted street	2174	32
Miller, P. A	2101 State street	A-465	1
Miller, Peter	501 31st street	A-918	4
Miller, Robt	120 S. Halsted street	3256	18
Miller, Wm	223 Wabansia avenue	6096	16
Miller, Wm	95 E. 16th street	3506	1
Michael, J. E	592 Courtland street	1561	28
Michaelson, A	143 Grand avenue	2220	17
Michaelson, W	227 Milwaukee avenue	578	17
Michal, Jos	107 Quincy street	A-856	1
Michalak, Jan	4507 Laflin street	6317	29
Michalec, Vac	1393 St. Louis avenue	4701	12
Michalik, W	331 N. May street	1911	17
Michan, Frank	9190 S. Chicago avenue	1784	8
Michau, O	8461 Mackinaw avenue	1700	8
Michaud, Jos	2100 State street	935	1
Michel, Anton	881 N. Halsted street	3347	23
Michel, Aug	387 S. State street	1938	1
Michelini, R	541 W. Fullerton avenue	1684	28
Michels, Ph	605 32d street	919	4
Michelsen, Carl	119 W. 26th street	5282	12
Mickow, Hy	149 W. 26th street	1995	12
Mid-Day Club, F. S. Winston, V. P., R. 1717, 119 Monroe st		517	1
Miehle, Jno. and Voght, E	68 W. Van Buren street	2350	19
Mieling, Hy	565 W. Chicago avenue	4305	14
Mielowski, S	3071 Broad street	2826	5
Mientus, A	935 Blue Island avenue	1526	11
Mies, P	948 Armitage avenue	769	28
Migit, N	5358 Marshfield avenue	2469	29
Mika, Jas	514 Lincoln street	1709	11
Mikalowski, S	4501 Hermitage avenue	3232	29
Mikotajczak, S	752 S. Wood street	A-254	11
Mikulic, Nick	8902 Strand	3181	8
Milakovich, M	9427 Ewing avenue	1731	8
Milakovich, Thos	9001 Green Bay avenue	4037	8
Mildazis, Mike	68 W. 25th street	5538	11
Mildner, Julius	59 Dearborn street	A-42	1
Milek, J. W	620 Milwaukee avenue	A-322	17
Milewski, Jos. and Stankiewicz, F	931 Blue Island avenue	A-609	11
Millhouse, Hy	353 24th street	1038	4
Millies, Fred	1802 W. 16th street	2007	34

Name.	Address.	License No.	Ward.
Millostan, John	206 Cleaver street	318	16
Millostan, M. J	943 Elston avenue	A-879	16
Milosh, K	2165 Archer avenue	3199	1
Milwaukee Avenue Co-op., Store, G. T. Olsen, Treas	401 Milwaukee avenue	4996	17
Minarik, Jas. J	1131 Sawyer avenue	1017	12
Mincer, Ben	48 W. Adams street	2019	18
Mindekowski, F	444 Noble street	2885	17
Minke, Chas	49 E. Fullerton avenue	A-888	24
Minke, Jacob	662 North avenue	3678	15
Minola, James	1008 W. Harrison street	1956	20
Mintz, David	2523 W. 38th street	1315	5
Minucciani, Jno	2107 W. Van Buren street	3220	34
Minzberg, Jac	1500 State street	647	1
Misek, Al	1282 Sawyer avenue	3516	12
Misser, N	1656 S. 40th avenue	6355	34
Mitchell, Austin	4718 Centre avenue	2459	29
Mitchell, J. G	5700 State street	2758	31
Mitchell, Sidney	4902 State street	5750	30
Mitchell, Wm	1472 Indiana avenue	133	1
Mitchellopulos, Wm	292 W. Taylor street	1727	19
Mittelstaedt, F	1134 S. Western avenue	629	12
Mittelstaedt, J	701 S. Wood street	630	11
Mladek, Frank	1313 Central Park avenue	1703	34
Mladic, M	587 S. Centre avenue	6345	10
Mladic, M	617 Centre avenue	6050	10
Moore, Pat	1605 Wabash avenue	2092	1
Moore, R	1628 35th street	2852	..
Moore, T	246 W. 12th street	4677	9
Moore, Thos. and Ginter, A	1985 W. 22d street	A-916	34
Moore, Thos. J	5522 S. Halsted street	A-157	31
Moe, Otto	295 Milwaukee avenue	A-748	17
Moehrl, Jno. E	4804 State street	803	30
Moeller, H. F	869 Blue Island avenue	5312	11
Moenck, Fred	531 Thomas street	2292	15
Moerk, Chas	30 W. Ohio street	3669	17
Moessner, Jac	1411 103d street	3416	32
Moezynski, Jas	1 20th place	4729	9
Mohr, H. C	22 Iowa street	657	15
Molk, Herm	751 W. 20th street	6255	11
Molloy, John J	30 E. Erie street	5088	22
Molstad, Gilbert	547 N. California avenue	A-625	15
Monaghan, Chas	9205 Commercial avenue	1148	8
Monahan, Eugene	119 S. Halsted street	5635	18
Monahan, J. J. and Kennedy, P. T	81 N. Clark street	4895	21
Monahan, M. P	2111 Dearborn street	3835	1
Monahan, Thos	9360 Cottage Grove avenue	A-661	33
Mondik, John	136 W. Huron street	A-863	17
Mondik, John	954 Clybourn avenue	5315	24
Mondry, F	1784 N. Central Park avenue	4686	27

Name.	Address.	License No.	Ward.
Mondry, Jos	667 Throop street	1540	10
Moni, Alex	834 W. Harrison street	2537	20
Mono Vineyard & Wine Co., Wm. Schimberg, Pres	235 Milwaukee avenue	3874	17
Montag, Geo	1683 W. 12th street	1316	13
Montag, John	5800 Ashland avenue	4485	31
Montague, F	108 W. Madison street	6305	18
Montague Bros. Co., M. Montague, Pres	3872 Cottage Grove	A-476	3
Montgomery, Frank	501 N. Clark street	2095	21
Monti, Sal	45 Milton avenue	2281	22
Monyak, W	3635 Paulina street	5035	5
Monzuros, Theo. and Colovos, Gust	371 Halsted street	6226	19
Moody, E. M	40 E. Van Buren street	5410	1
Mooney, Jas	857 Halsted street	1603	9
Mooney, P. R	2362 Cottage Grove avenue	1024	2
Morgan, A. W. and Bollenbach, H	55 E. Washington street	666	1
Morgan, E. L	224 92d street	1650	8
Morgan, N. H	2210 Wabash avenue	5057	2
Morris, Edward	146 Fifth avenue	A-501	1
Morris, Jacob	200 E. Van Buren street	A-357	1
Morris Wine & Liquor Co., Inc., K. Morris, Secy	635 W. Taylor street	5582	20
Morris, John	239 E. 22d street	2168	2
Morris, M	515 W. 12th street	3530	..
Morrison, Aaron A	516 Clybourn avenue	A-543	23
Morrison, Dan	469 S. Robey street	5617	20
Morrison Hotel & Rest. Co., Inc., H. C. Moir	126 Madison st	989	1
Morrison Hotel Co., Inc., H. C. Moir	126 Madison street	988	1
Morrison Hotel & Rest. Co., H. C. Moir	153 Clark street	A-668	1
Moran, A. P	3608 Cottage Grove avenue	610	3
Moran, Martin	4231 S. Halsted street	1947	30
Moran, Pat	7001 Loomis street	A-19	32
Moran, Steve	5200 Aberdeen street	4649	29
Moran, Thos	513 W. 12th street	2834	19
Moran, Thos	114 Randolph street	1652	1
Moran, T. J	5100 Halsted street	1618	29
Morand, P. J. and S	308 W. Madison street	5316	18
Morand, P. J. and S	64 Monroe street	5317	1
Morand, P. J. and S	31 State street	5318	1
Morand, P. J. and S	331 S. May street	5882	19
Moravec, John	756 W. 18th street	A-943	11
Moravec, John	723 W. 18th place	5644	11
Morawczynski, John	319 N. Sangamon street	4133	17
Morgenroth, Herman	4261 S. Ashland avenue	1423	29
Morin, Nap	233 115th street	5528	33
Morinecz, I	4221 Ashland avenue	1367	29
Morrisey, T. E	769 W. Van Buren street	308	20
Morrissey, E. and O'Donnell, J. J	297 W. Lake street	6291	18
Morse, Chas. E	2059 Evanston avenue	95	25
Mortenson, J	5054 Wentworth avenue	4163	30

Name.	Address.	License No.	Ward.
Mosack, Jos	3500 State street	5951	3
Mosbacher, Z	1678 Elston avenue	A-800	27
Moscienski, M	340 N. Carpenter street	6219	17
Moses, M	4956 State street	3258	30
Mosgeris, T	128 W. 15th place	A-240	9
Mosher, John D	195 Erie street	4555	21
Mosler, Theo. and Schreiber, R	82 W. Lake street	3594	18
Mostek, Ig	1193 N. Robey street	3260	28
Motroni, Peter	828 W. Polk street	5859	20
Mott, R. T	2700 State street	2436	2
Motycka, John	4009 S. Ashland avenue	6210	29
Motzny, V	294 N. Centre avenue	418	17
Mount, Frank	96 La Salle avenue	4289	21
Mowen, Chas	2535 Cottage Grove avenue	4202	2
Moynahan, J. M	640 Madison street	A-551	20
Mozart Garden Co., N. B. Cregier, Pres	631 N. Clark street	4971	21
Mrazek, Anton	1221 Kedzie avenue	6228	12
Mruzynski, W	1423 W. 47th street	3789	29
Muckewis, Walter	2 Elston avenue	2523	17
Mudlaff, Al	1117 Elston avenue	3767	16
Mudlaff, Leo	365 Southport avenue	4927	24
Muehlhoelzl, C	1357 Diversey avenue	369	25
Muehling, Hugo	3115 N. Clark street	3473	26
Muellemans, Mrs. H	606 Jefferson street	4314	9
Mueller, Ed	663 W. North avenue	2109	28
Mueller, G. A	251 Wells street	4327	22
Mueller, Herm	250 E. 39th street	2870	3
Mueller, Mrs. J. B	17 W. Randolph street	6231	18
Mueller, J. C	563 Southport avenue	1332	24
Mueller, John W	2243 51st street	A-830	29
Mueller, Jul	7611 Greenwood avenue	3488	33
Mueller, L	79 Larrabee street	5674	22
Mueller, O. J	27 E. North avenue	5432	23
Mueller, M. J	933 N. Halsted street	3183	24
Muenster, Chas	995 Southport avenue	A-52	26
Muersch, Geo. C	5150 S. Western avenue	1493	29
Mugnai, Steve	1187 W. Harrison street	6281	13
Mukus, W	3310 Mosspratt street	3393	5
Mulac, Vaclav	1309 Turner avenue	A-70	12
Mulbrandon, Pat	174 Blue Island avenue	3995	19
Mulchay Bros., Inc., Thos. Mulchay, Sec.,	50 W. Washington	939	18
Mulcahy, Con	3458 Forrest avenue	A-637	3
Mulcahy, Thos. and Harty, John	2883 Throop street	2701	4
Mulkeen, J	5438 Wentworth avenue	1317	30
Mullady, Frank	503 N. Clark street	613	21
Mullaney, J	6316 Cottage Grove avenue	3133	7
Mullauer, F	400 117th street	A-250	33
Mullee, Mrs. M	3023 Archer avenue	2649	5
Mullen, Jas. H	5513 Ashland avenue	A-904	31
Mullen, M	30 Superior street	1141	22

Name.	Address.	License No.	Ward.
Muller, Fred	2422 Wentworth avenue	484	4
Mulligan, John	2270 W. Harrison street	A-7	34
Mulloch, V. and Gerlich, F	11746 Indiana avenue	1463	..
Muloski, Aug	3033 Archer avenue	1905	5
Mulrooney, T. J	1357 W. Van Buren street	2964	13
Mulroy, B	321 35th street	4988	3
Multan, W	367 W. 25th street	1741	12
Mulvany, E. C	574½ Wabash avenue	A-776	1
Mulvihill, Dan and Ahern, John	265 Kedzie avenue	5235	13
Mundt, August	243 Diversey avenue	407	27
Mundt, Aug	413 W. Fullerton avenue	2810	28
Munsch, J. P	434 W. Huron street	96	14
Munster, Mich	57 E. Huron street	2814	22
Murphy, Annie	5444 State street	636	30
Murphy, Con	9451 Cottage Grove avenue	3069	33
Murphy, D	480 Grand avenue	4621	14
Murphy, Dan	3702 Wallace street	274	5
Murphy, Denis	211 Root street	1758	24
Murphy, Dennis H	13501 Erie avenue	A-591	8
Murphy, F. H	3600 State street	6180	3
Murphy, Frank	2934 29th street	1869	4
Murphy, Geo. E	4658 Wentworth avenue	5630	30
Murphy, J. C	447 N. Clark street	2616	21
Murphy, J. M	1841 N. Clark street	831	25
Murphy, James	29 W. Randolph street	2106	18
Murphy, John	3701 Halsted street	4785	5
Murphy, John	483 S. Western avenue	616	13
Murphy, John	3556 S. Ashland avenue	4315	5
Murphy, John J	822 W. 37th street	A-536	5
Murphy, Mrs. K	735 36th street	4842	5
Murphy, L	2540 W. Harrison street	3741	35
Murphy, M	895 W. North avenue	4817	28
Murphy, M. and Cook, Geo	117 Dearborn street	3543	1
Murphy, M	1756 93d street	200	33
Murphy, M	443 W. Lake street	A-151	18
Murphy, M	4656 Wentworth avenue	3388	30
Murphy, M	360 W. Taylor street	3415	19
Murphy, M. J	150 Wells street	A-556	21
Murphy, M. J	3071 Throop street	4128	4
Murphy, Peter	7859 State street	A-765	33
Murphy, P. J	1658 W. 63d street	6247	31
Murphy, P. H	5201 Centre avenue	3576	29
Murphy, Thos. C	5601 Centre avenue	2774	31
Murphy, W. H	594 W. Van Buren street	1257	..
Murphy, Wm. H	4659 State street	1391	6
Murphy, Wm	362 W. Polk street	1972	19
Murphy, Wm. and Whalen, Pat	394 E. 39th street	3565	3
Murray, A. M	607 Wells street	1489	23
Murray, Con	3057 Halsted street	4213	4
Murray, J. L	176 92d street	5559	8

Name.	Address.	License No.	Ward.
Murray, John	771 W. 37th street	1443	5
Murray, John	2943 Lyman street	424	4
Murray, John B	565 W. Harrison street	6090	20
Murray, Wm	4854 Wentworth avenue	4257	30
Murley, Neil	2210 Elston avenue	682	27
Murman, L	994 N. 51st avenue	4896	27
Murtaugh, Pat	111 W. Van Buren street	296	18
Murtaugh, T. J	85 W. Van Buren street	2480	18
Mussey & Co., W. P. and A. E.,	106 E. Madison St., (4th Fl.)	3193	1
Mussey & Co., W. P	106 E. Madison street	212	1
Myer, I	111 Clybourn avenue	5699	22
Myers, I	219 W. Randolph street	5879	18
Myers, P. E	725 W. Harrison street	5478	20
Myers, Mrs. S	1266 93d street	3267	33
Myslinski, John	718 123d street	676	33
Nackowitch, Geo	73 S. Water street	948	1
Nackowitsch, Geo	124 N. Market street	1499	22
Nadzicja, K	13359 Ontario avenue	4810	8
Nagel, Chas	1014 Lincoln avenue	2171	24
Nagel, G. A	292 Erie street	3478	21
Nagel, G. A	324 N. State street	A-170	21
Nagl, Ad	3194 N. 40th avenue	4521	27
Nagle, Ed	418 California avenue	5287	13
Nagorski, Jos	4824 Elizabeth street	5027	29
Naguszewski, S	8736 Commercial avenue	476	8
Nailec, John	2133 N. Francisco street	4308	27
Namyslo, Jos	263 N. Green street	2859	17
Nanista, Jos	685 W. 19th street	6007	11
Napoli, C	2394 Kensington avenue	3061	33
Naraneic, V	10722 Torrence avenue	4994	8
Nardi, Bruno	114 Forquer street	A-490	19
Nardini, Annibale	2900 La Salle street	5735	2
Naric, Tony	4 Lessing street	436	17
Narkiewicz, T. F	99 Fry street	198	17
Narmonta, L	851 Marshfield avenue	3919	16
Narowetz, John	786 W. Lake street	A-760	14
Nartzik, Sam	1580 Armitage avenue	4225	27
Nash, F. J	627 W. Lake street	5773	14
Nash, Michael	141 92d street	5901	8
Nasiacos, Thos. L	81 Blue Island avenue	5780	19
Nason, W. T	488 W. Madison street	4430	20
Nass, Chas. F	185 92d street	3058	8
Natalby, Chas. and Al	65 Wabash avenue	3980	1
Natari, S. and Pagni, A	39 Clybourn avenue	A-619	22
Natenberg, L. and H. and Haiman, Sol.	325 W. Chicago avenue	A-15	17
Nath, Louis	517 W. Chicago avenue	2946	14
Nathan, Henry M	1755 Milwaukee avenue	4503	28
Nathan, Jos	61 S. Halsted street	3379	18
Natkouski, John	1800 48th street	2639	29
Nattkowski, Geo	4701 Lincoln street	5498	29
Nau, Chas	419 N. State street	1250	21

Name.	Address.	License No.	Ward.
Navigato, M.	2011 S. Clark street	3186	1
Nawrecki, Anna	89 Station street	A-884	28
Nazelski, J.	2405 Kensington avenue	812	33
Nedbal, F. J.	814 Allport street	2269	10
Neeb, Geo. N.	7470 S. Chicago avenue	2591	33
Neebe, O. W.	3302 S. Western avenue	731	5
Negrich, John	127 N. Clark street	4146	21
Nehemias, M. H.	574 Dickens avenue	4355	27
Nehls, Ernst	10287 Indianapolis avenue	A-331	8
Neiman, G.	294 W. Madison street	5374	18
Neiman, S.	459 W. Madison street	A-548	18
Neiman, S.	301 W. Randolph street	2978	18
Neises, Chr.	597 N. Halsted street	2348	22
Nelligan, J. and Sturm, C.	80 E. 31st street	A-195	2
Nelson, Mrs. Chas.	1100 S. Oakley avenue	2304	12
Nelson, Chas. M.	1575 N. California avenue	3599	27
Nelson, Chr.	2042 W. Madison street	2941	34
Nelson, Abe	687 W. Chicago avenue	249	14
Nelson, Mrs. G.	5601 Halsted street	4490	31
Nelson, G.	5820 Centre avenue	3617	31
Nelson, Gus	4011 Wentworth avenue	4713	30
Nelson, Harry	1100 W. 67th street	2765	32
Nelson, John	2496 W. Lake street	472	35
Nelson, Jos.	1981 W. Madison street	1311	13
Nelson, L.	76 N. Clark street	3674	21
Nelson, M.	283 N. May street	4512	17
Nelson, Martin	189 W. Division street	956	17
Nelson, Martin	1309 State street	300	1
Nelson, Mrs. N. A.	9554 Commercial avenue	2176	8
Nelson, Oscar	1011 W. 21st street	4336	12
Nelson, O. G.	1240 Indiana avenue	3796	1
Nelson, O. M.	1110 W. 22d street	5626	12
Nelson, P. P.	857 W. Harrison street	2386	20
Nelson, S. N.	104 Oak street	3897	22
Nelson, W. E.	188 S. Water street	2624	1
Nemec, John J.	103 W. 16th street	3163	9
Nemecek, Vac.	923 California avenue	6252	12
Nerland, H. E. L.	2418 W. Chicago avenue	6150	35
Nespital, Wm.	229 W. Chicago avenue	5815	17
Nespital, Wm.	115 Wells street	971	22
Netzband, P. A.	222 Garfield avenue	4029	24
Neubauer, Geo.	5100 La Salle street	3907	30
Neuber, Albert	2415 Kensington avenue	694	33
Neuberg, Jos.	1230 Clybourn avenue	513	24
Neumann, John	695 W. 19th street	5823	11
Neumann, Robt.	1583 Elston avenue	2052	27
Neumer, Geo.	501 George street	2444	24
Neuzil, Vac.	1331 St. Louis avenue	6256	12
Nevelle, John	37 Rush street	850	21
Nevins, Thos.	5101 Armour avenue	5603	30

Name.	Address.	License No.	Ward.
Newman, N	2839 Ridge avenue	A-445	25
New, E. L	285 E. 35th street	4865	3
New Ill. Ath. Club, Wm. Hale Thopmson, Pres.,	147 Michigan	A-933	1
Newkirk, M. C	1616 N. Clark street	757	25
New Southern Hotel Co., A. Dryburgh, Pres.,	38 E. 13th street	4731	1
Newton, M. G	836 43d street	5849	30
Newton, P. J	135 Monroe street	3229	1
Neybert, Geo	956 51st street	A-466	29
Neybert, John	6658 Cottage Grove avenue	4670	7
Neybert, Wm	2449 Archer avenue	A-386	4
Nicastro, E	469 5th avenue	4316	1
Nicholas, John J	242 W. Congress street	A-913	19
Nickels, N	4924 Laflin street	525	29
Nikolai, John	1052 Seminary avenue	1801	25
Nicolosi, J. and C	134 Gault court	5502	22
Niece, H. M	543 E. 26th street	6163	2
Niedbata, John	1025 W. 18th street	882	12
Niederche, John	4328 N. Clark street	A-632	25
Niederche, John	309 E. North avenue	2677	..
Niederegger, E. and Thomas, Wm	163 E. North avenue	5845	..
Niedrwiecki, Peter	702 W. 18th street	336	11
Nielsen, C	3658 Armour avenue	84	3
Nielsen, Geo	1440 W. North avenue	4599	35
Nielsen, R	895 Campbell avenue	1558	28
Niemann, Wm	894 W. Diversey boulevard	4470	27
Niemeier, Ed	1974 N. Western avenue	3729	26
Nienstadt, John	1233 Milwaukee avenue	1226	28
Niepokojczycki, Peter	2475 Lincoln avenue	477	27
Niesyto, Vincent	3068 Lyman street	A-414	5
Niesyto, V	3062 Broad street	2871	5
Niksch, Wm	438 Humboldt street	2288	27
Nilles, John	257 115th street	3070	33
Nilson, Gus	313 Division street	4544	22
Nilson, Jno. and Gust	1325 Belmont avenue	5008	25
Nissen, C. L	985 N. Rockwell street	A-118	28
Nitschke, Henry, Jr	1611 N. Leavitt street	4193	24
Nodorp, John	98 Wells street	327	21
Noklebye, A. N	239 Grand avenue	130	17
Nolan, Jas	3094 Archer avenue	726	5
Nolan, John	302 W. Harrison street	3579	19
Nolan, Jno. F. Co., Inc., J. F. Nolan, Pres.,	189 95th street	5905	8
Nolan, P	407 Root street	5182	30
Nolan, Thos	1506 Ogden avenue	5923	34
Noland, R. N	3022 Cottage Grove avenue	2067	2
Nolte, Frank	581 W. 22d street	4914	11
Nolting, L. T	27 Indiana street	5406	22
Nommensen, A	9701 Commercial avenue	3011	8
Noonan, Jno. and Roche, Jno	720 31st street	6242	4
Noonen, M	3600 Lowe avenue	1819	5
Northrup, John	244 Michigan street	5285	21

Name.	Address.	License No.	Ward.
Norton, C. T.	631 31st street	4916	4
Norys, N.	1112 N. Robey street	4097	28
Nothdurf, Wm.	1525 W. 63d street	3558	31
Nothdurft, Gus.	4165 Halsted street	2907	30
Notter, Rich.	255 W. Belmont avenue	93	27
Novak, John	299 W. 20th street	2803	10
Novak, Jno. and Cosme, A.	308 E. 22d street	730	1
Novak, Jos.	1054 W. 18th place	2575	12
Novak, Jos.	414 W. 18th street	5956	10
Novak, Jos.	1150 Trumbull avenue	8	12
Novak, K.	969 Washtenaw avenue	205	12
Novashelsky, Ike	527 Jefferson street	6114	9
Novotny, Frank	1222 W. 21st place	2010	12
Novotny, Jos.	945 Blue Island avenue	A-526	11
Nevy, Boh.	1566 W. 22d street	5295	12
Nowak, Al.	1165 N. Leavitt street	2942	28
Nowak, Jos.	3658 Ashland avenue	3762	5
Nowak, St.	29 Ayers court	6027	17
Nowakowski, M.	26 N. Canal street	4216	..
Nowicki, F.	208 Augusta street	A-179	15
Nowicki, John	4458 S. Wood street	5914	29
Nowicki, M.	417 W. 17th street	3495	..
Nowogrodzki, B.	4454 Honore street	5675	29
Noyes, F. P.	2063 Milwaukee avenue	4636	28
Nufer, Chas.	771 Armitage avenue	366	28
Nufer, Mrs. E.	688 Clybourn avenue	749	24
Nulty, Jos.	3696 Archer avenue	4758	5
Nussbaum, Henry	56 Clybourn avenue	5292	22
O'Boye, John	116 E. Superior street	6093	22
O'Boyle, Jas.	1624 N. Halsted street	2721	25
O'Brien, Cath.	1801 W. 16th street	6342	34
O'Brien, Ed.	226 30th street	5264	2
O'Brien, Edmond	82 E. Chicago avenue	1954	22
O'Brien, E. F.	629 W. Lake street	3327	14
O'Brien, Jas. J.	768 W. 39th street	A-872	3
O'Brien, Jno.	3265 S. Halsted street	1610	4
O'Brien, John	4510 Gross avenue	3521	29
O'Brien, John	2628 State street	4375	2
O'Brien, P.	66 E. Lake street	427	1
O'Brien, P. J.	796 37th street	3213	5
O'Brien, P. J.	4701 State street	912	6
O'Brien Thos.	162 Clark street	A-939	1
O'Brien, Thos.	670 W. Erie street	3647	14
O'Brien, Tim	3800 Emerald avenue	1598	5
O'Brien, Wm. S.	272 Sedgwick street	A-764	22
O'Brien, Wm. and Woods, Jos.	170 E. Madison street	1116	1
O'Callaghan, Geo. C. and Jno. P.	9 S. Clark street	396	1
O'Callaghan, M.	129 Canal street	5247	18
O'Connell, J. F.	3107 Archer avenue	6387	..
O'Connell, John	248 N. Franklin street	5839	22

Name.	Address.	License No.	Ward.
O'Connell, M. J	9258 Jackson Park avenue	4491	33
O'Connell, P. T	4701 Halsted street	3915	30
O'Connell, T. K	15 Blue Island avenue	6363	19
O'Connor, F. H	2004 N. Halsted street	1486	25
O'Connor, Jas	155 E. Van Buren street	3826	1
O'Connor, Jas	41 S. Water street	4530	1
O'Connor, Jas	478 Grand avenue	5730	17
O'Connor, John	112 Dearborn street	2423	1
O'Connor, Jno	262 W. Randolph street	2473	18
O'Connor, M	29 Canal street	4086	18
O'Connor, M. J. and Fischer, A. R	167 Harrison street	A-364	1
O'Connor, M. M	359 State street	4435	1
O'Connor, Pat	1789 N. California avenue	2807	27
O'Connor, Pat	1637 63d street	2215	51
O'Connor, P. J	1708 W. Lake street	1999	..
O'Connor, T	1696 Ogden avenue	4675	34
O'Connor, T. G	78 E. Madison street	740	1
O'Connor, Thos	7501 Cottage Grove avenue	2707	33
OConnor, Wm	197 W. Lake street	4651	18
O'Connor, Wm	198 W. Lake street	4652	18
O'Donnell, Jos	238 Chicago avenue	4926	21
O'Donnell, M	639 W. North avenue	2636	28
O'Donnell, M. J	8756 Buffalo avenue	2974	8
O'Donnell, Pat	215 S. Halsted street	394	19
O'Donnell, T. J	9201 Exchange avenue	1439	8
O'Donnell, Wm	4301 Asaland avenue	5949	29
O'Grady, M. D	6135 Halsted street	4826	31
O'Grady, Wm	241 Orleans street	3265	22
O'Hara, H. J	8 Rush street	3712	21
O'Hare, D	6001 S. Elizabeth street	2625	31
O'Hare, P. J	6307 S. Halsted street	A-949	32
O'Hearn, John	5150 State street	1918	..
O'Hern, Dan and Kenney, M. J	5262 Halsted street	5252	29
O'Hern, Dan and Kenney, M	6101 S. Halsted street	A-43	31
O'Hern, Thos	711 43d street	4852	30
O'Horo, John	5154 S. Halsted street	3573	29
O'Keefe, Frank	2107 W. 12th street	4089	34
O'Keefe, M. J	735 Milwaukee avenue	5890	17
O'Leary, And	619 W. 79th street	2767	32
O'Leary, Con, and Griebenow, W	96 E. Fullerton avenue	1761	24
O'Leary, Jas	4183 Halsted street	2757	29
O'Leary, John	10734 Hoxie avenue	3673	8
O'Leary, John	947 E. 71st street	1601	7
O'Leary, Teresa	947 E. 71st street	A-858	7
O'Malley, Austin	4559 Halsted street	4083	30
O'Malley, J	325 Root street	A-212	30
O'Malley, John	390 E. Division street	452	22
O'Malley, John	10656 Torrence avenue	1187	8
O'Malley, John F	40 N. Clark street	1223	21
O'Malley, M	222 Orleans street	6066	22

Name.	Address.	License No.	Ward.
O'Malley, Pat	421 S. Clark street	5198	1
O'Malley, Pat	56 Huron street	2117	22
O'Malley, Pat	60 N. State street	A-391	21
O'Meara, Jos	1351 N, Halsted street	169	25
O'Meara, H. and Christensen, J	234 W. Monroe street	3236	18
O'Meara, R. P	1917 W. Madison street	3991	13
O'Neil, Thos	29 Chatham court	4311	22
O'Neill, J. B	4704 State street	4834	30
O'Neill, J. F	697 W. 31st street	1962	4
O'Neill, Jas. J	913 S. Halsted street	3752	9
O'Neill, Jas. J	51 5th avenue	903	1
O'Neill, John	507 Canal street	4644	9
O'Neill, P. F	3694 Archer avenue	1916	5
O'Reilly, E. H. and Tully, M. T	1352 Wabash avenue	1320	1
O'Reilly, Wm	1069 W. Lake street	1278	14
O'Shea, Agnes	768 W. Montrose boulevard	A-499	27
O'Shea, John	15 W. Irving Park boulevard	5307	27
O'Sullivan, Jos	1591 W. 35th street	A-730	5
O'Sullivan, Jos	1508 W. 35th street	3291	5
O'Sullivan, P	5442 Princeton avenue	2863	30
O'Toole, Luke	4724 S. Halsted street	2074	29
O'Toole, Pat J	183 E. 18th street	A-572	1
O'Toole, Richard J	125 18th street	969	1
O'Toole, Wm	57 N. Clark street	4628	21
Oakes, Arthur, Jr	111 W. Erie street	1448	17
Oberdieck, Aug	1001 N. Western avenue	4338	28
Oberg, Olaf	1201 W. 59th street	5749	31
Oberman, Ed	597 S. Centre avenue	793	10
Obiala, And	4735 Seeley avenue	A-642	29
Odaff, F	4358 Honore street	3479	29
Odewald, Hy	466 Southport avenue	6137	24
Oechsner, John	1759 Lincoln avenue	4176	26
Oesterle, Alvina	6356 Aberdeen street	4466	..
Oestreich, Chas	87 S. Market street	109	1
Offenberg, Peter	785 W. Division street	1563	15
Ogait, August	8820 Commercial avenue	A-17	8
Ogden, C. S	208 92d street	5102	8
Ogerek, P	79 Bremen street	3913	28
Ogren, L	79 26th street	551	2
Ohle, Robt	310 Sedgwick street	4317	22
Ohlund, Fred C	386 W. Huron street	314	14
Olcese, John	7 Dearborn street	A-534	1
Old Rose Distilling Co., Inc., L. Rosenzweig, Pres	3842 Cottage Grove avenue	A-870	3
Old Rose Distilling Co., Inc., L. Rosenzweig, Pres	179 W. Erie street	A-869	17
Old Rose Distilling Co., Inc., L. Rosenzweig, Pres	1396 N. Clark street	7	25
Olekey, Jos	724 W. 19th street	2245	11
Olenick, Jos	46 N. Paulina street	1126	14

Name.	Address.	License No.	Ward.
Oleson, Frank L	77 E. 31st street	1673	2
Oleson, Peter	103 E. Chicago avenue	4201	22
Olff, Abe	2971 Archer avenue	916	5
Olsen, Barney	716 W. North avenue	A-1	15
Olsen, Carl J	742 W. North avenue	990	15
Olsen, Joel	206 Townsend street	A-341	22
Olsen, M	3147 Milwaukee avenue	6025	27
Olsen, M. M	30 N. Centre avenue	174	17
Olsen, O. J	732 N. Leavitt street	625	15
Olsen, Paul	2082 W. North avenue	888	35
Olshan, M. and Rittenberg, W	119 W. 47th street	A-881	30
Olshan, M	119 W. 47th street	3768	..
Olson, Chas	95 88th street	5898	8
Olson, J	66 N. 48th avenue	5850	..
Olson, J	3004 Elston avenue	5118	27
Olson, J. M	3024 Elston avenue	244	27
Olson, Jno. P	1097 Sheffield avenue	874	25
Olson, John	215 N. Ashland avenue	601	14
Olson, Ole	741 W. North avenue	2233	28
Olszewski, M	52 Fleetwood street	5560	16
Olszewska, B	3301 S. Halsted street	3422	5
Omensky, H. M	1124 Elston avenue	5509	28
Omensky, M	674 Austin avenue	2720	14
Onasch, E	335 Hastings street	3092	11
Oppedal, Peder	240 Grand avenue	A-122	17
Oppermann, D	147 W. 18th street	1172	9
Oriental Catering Co., T. Kee, Pres	130 E. Madison street (Basement)	A-291	1
Ornberg, C. A	1602 W. Chicago avenue	1559	..
Orpik, S	289 W. 25th street	875	12
Ortciger, Vac	168 DeKoven street	5643	19
Orthmann, Henry	23 N. Halsted street	69	18
Orzezynski, Mrs. J	191 W. Chicago avenue	6028	17
Oschmann, H	20 Grand avenue	5054	17
Ossig R	507 N. Western avenue	2293	15
Ossoff, S	780 N. Campbell avenue	3932	15
Oster, Nic	334 W. Van Buren street	1973	19
Osterberg, William	993 Lincoln street	2093	16
Osterman, Henry	679 N. Paulina street	A-614	..
Osterretter, Jos	101 W. 26th street	181	12
Ostrowski, A	916 W. 18th street	A-176	11
Ostrowski, Vincent	416 E. 88th street	3851	8
Oswald, B	3185 N. Clark street	4687	26
Oswald, Chas. F	2265 N. Clark street	4228	26
Oswald, Jos	783 W. 12th street	4161	11
Oszahewzki, Jos	378 Elston avenue	2906	16
Ott, Frank	1847 Grand avenue	4671	35
Ott, Fred	911 Carroll avenue	1057	14
Ott, Peter	45 E. Kinzie street	3106	22
Otterstrom, Geo	325 N. Franklin street	5486	22

Name.	Address.	License No.	Ward.
Otto, Geo	9038 Strand	2663	8
Oulehla, F	724 W. 18th place	5293	11
Owczarzak, John	144 Wabansia avenue	1046	..
Owens, M. J	4111 Wentworth avenue	4915	30
Oxenius, Con	702 Addison street	5238	26
Ozello, Jas	345 5th avenue	A-784	1
Ozello, Jas	66 Wells street	6269	21
Ozello, Jas	32 Wells street	4981	21
Ozienkowski, A	3296 Grand avenue	2287	27
Pabst, And	314 Centre avenue	6002	19
Pacana, John	453 Canal street	2454	19
Pacelli, V	75 Ewing street	2508	19
Paczekaj, Mrs. M	510 N. Hermitage avenue	4511	15
Paczkowski, Frank	4857 Paulina street	4132	29
Padulo, N	140 N. Peoria street	2391	17
Paeglow, E	1713 Armitage avenue	738	27
Paeglow, John	151 Armitage avenue	3597	16
Paeske, E. C	74 La Salle avenue	6385	21
Paetzel, Julius	1054 N. 63d avenue	962	27
Paganelli, F. and Joe	1162 S. Oakley avenue	3363	12
Paganucci, A	743 W. Van Buren street	1820	20
Page, R. E	6858 Green street	5109	32
Pagel, Herman	560 N. Halsted street	2123	22
Pagliarulo, John	122 DeKoven street	A-885	19
Pagliarulo, John	202 N. Peoria street	A-505	17
Pagliughi, John	1307 W. Madison street	2340	13
Pagni, Geo	243 S. Halsted street	2844	19
Pahl, H	832 S. Halsted street	152	9
Pahnke, Emil	393 Hastings street	6161	11
Paksun, Chan	100 E. Randolph street	A-598	1
Palace Car Club, Inc., Geo. Braham, Mgr.,	11125 Michigan av	5262	33
Palionis, Jos	1059 Blue Island avenue	A-86	..
Palmer, Chas. S	1093 N. Francisco avenue	978	28
Palnitski, H	205 N. Clark street	1726	21
Palnitski, David	537 State street	4169	1
Paluch, Jac	2643 Hillock avenue	3524	4
Palumbo, Jos	38 Vernon Park Place	1263	19
Panama, Phil	293 W. Division street	4356	15
Panek, Jos	547 W. 19th street	1242	11
Panella, G	142 W. Harrison street	6316	19
Panga, John	675 Union street	3182	..
Panka, V	8339 Buffalo avenue	1724	8
Pankan, Otto	1043 W. Diversey avenue	5451	27
Pannatoni, P	724 W. Harrison street	6319	20
Pannier, Fritz	3200 State street	3755	3
Panzer, Wm. F	242 Halsted street	1564	19
Paoli, C	41 Plymouth place	1666	1
Paolicki, A	9158 Harbor avenue	5664	8
Papadopolus, C. and Papakinakos, G	350 Halsted street	5156	19
Papsien, Chas	1721 Milwaukee avenue	4105	28

Name.	Address.	License No.	Ward.
Parker, Chas. A	1251 Armitage avenue	2684	27
Parker, John J	666 W. Madison street	A-854	20
Paradowski, J	4524 S. Wood street	825	29
Parchem, Jos	34 Julien street	2066	16
Parenti, J	915 Halsted street	4991	9
Parkinson, Dan J	6346 Cottage Grove avenue	A-136	7
Pasche, L	110 Willow street	1083	24
Pasche, Herm	680 Larrabee street	4848	23
Pascoe, W. F	162 Adams street	3735	1
Pasdeloup, Chas. F	250 Blue Island avenue	2654	10
Pashakarnis, F	4458 Ashland avenue	5712	29
Passarelli, C	144 W. Taylor street	5962	19
Passow, W. F	785 Clybourn avenue	2326	24
Pastrengo, L	163 Grand avenue	642	17
Patterson, C. E. and Sutton, Geo	218 Wabash avenue	A-787	1
Patterson, H. G	1903 Carroll avenue	1505	34
Patterson, James	77 W. Adams street	3414	18
Patterson, Thos	5300 Union avenue	2925	30
Patt, Ed	458 W. 45th street	2842	30
Patzem, Frank	109 W. 26th street	5539	12
Pauch, Ed	663 Blue Island avenue	3105	11
Paul, Frank	931 N. Kimball avenue	3961	27
Paulak, Jos	589 W. 25th street	4602	12
Paulette, A	99 Ewing street	6268	19
Paulnitsky, D	296 S. Clark street	2944	1
Pauls, John	4654 Western avenue	4108	29
Paulson, Peter	2539 Eberly avenue	4510	27
Paulus, Geo	487 Carroll avenue	3301	18
Pauly, Wm	5059 Ashland avenue	5382	29
Pavelitch, L. and Justinich, Jno	2168 Archer avenue	4023	1
Pavlik, Paul	698 S. Jefferson street	5619	9
Pavlock, Ant	963 W. 18th street	A-456	11
Pawelczak, Jos	846 S. Wood street	3792	11
Pawlauski, A	880 33d street	673	4
Pawlowski, Wm	4537 Hermitage avenue	3357	29
Pearson, A	912 W. North avenue	3254	15
Pearson, Otto	1426 Belmont avenue	A-109	25
Peckler, Mat	4038 Archer avenue	1862	29
Pedgrift, John and Hoffman, John	535 Racine avenue	204	24
Pehlke, Chas	487 Kedzie avenue	2555	13
Pehrson, W	272 E. Division street	156	22
Pekar, Vac	470 N. Campbell avenue	770	15
Pelikan, Jos	100 Wade street	5838	17
Pelka, John	759 W. 17th street	646	11
Pelz, Charles	1546 Milwaukee avenue	422	28
Penovich, A	356 Wabash avenue	5860	1
Peoples Liquor Co., T. F. Deveny, Mgr.	317 W. Van Buren st	A-484	18
Peoples Liquor Co., T. F. Deveny, Mgr.	151 W. Jackson st.	A-532	18
Pepich, Thos	396 W. 18th street	A-297	10
Peplinski, Math	1771 N. Humboldt street	5034	27

Name.	Address.	License No.	Ward.
Perdikas, J. and Contas, V.	5859 S. Western avenue	A-260	31
Perino, V.	1834 Armour avenue	5093	1
Perkins, Lee	124 Monroe street	1887	1
Perlman, L. and M.	616 N. Lincoln street	5765	16
Perlman, M. and L.	481 N. Western avenue	5680	15
Pernod, F.	9116 Commercial avenue	1464	8
Perondi, A. and V.	3160 Cottage Grove avenue	814	2
Perrish, Sam	2751 Hillock avenue	3343	4
Perry, F. J. and Eggleston, Geo.	853 W. Madison street	5467	20
Perry, G. W.	402 W. Madison street	690	20
Perry, Jas.	203 W. Madison street	5589	18
Perry, W. H.	39 W. Madison street	1626	18
Person, Fred	705 Throop street	5279	10
Pertl, J. L.	2088 W. 16th street	4968	34
Perusich, John	8918 The Strand	A-68	8
Pesanske, Herm	114 W. 23d place	2536	12
Peskind, S. and Bernstein, A.	300 W. Lake street	1494	18
Peskind, S. and Bernstein, A.	86 Canalport avenue	A-264	9
Peterka, Jos	1024 W. 18th place	A-246	12
Peters, Al	1169 W. North avenue	729	27
Peters, Chas. W.	175 Augusta street	1852	17
Peters, H. D.	1252 Armitage avenue	2014	27
Peters, John	428 E. Division street	5015	21
Peters, L.	474 S. Fairfield avenue	5788	13
Peters, S.	121 Elston avenue	3484	17
Peterson, And	13401 Erie avenue	168	8
Peterson, Aug.	3452 N. Clark street	1410	25
Peterson, C. G. L. and Milton, Carl	110 Edgewood avenue	5431	28
Peterson, Carl A.	1907 Armitage avenue	1276	27
Peterson, Chas	3328 Halsted street	A-81	5
Peterson, Chas. G.	894 N. Troy street	4426	28
Peterson, Chr	85 S. Clark street	5729	1
Peterson, E.	1657 69th street	2116	31
Peterson, Ed.	919 W. North avenue	2422	28
Peterson, Ed., Bjelka, R. and Born, Chas.,	730 W. North ave	A-496	15
Peterson, Emil	89 E. Chicago avenue	3616	22
Peterson, Fred	493 5th avenue	2740	1
Peterson, H. and Maker, Chas.	818 N. Halsted street	4453	23
Peterson, John	40 W. Erie street	1425	17
Peterson, John	273 Milwaukee avenue	2301	17
Peterson, John	2300 Wentworth avenue	5379	4
Peterson, John L.	3775 N. Clark street	A-846	26
Peterson, M. E.	8854 Buffalo avenue	505	8
Peterson, P. C.	8901 Green Bay avenue	1244	8
Peterson, P. J.	249 W. Chicago avenue	3990	17
Peterson, P. S.	191 E. Randolph street	1682	1
Peterson, Peter	401 Melrose street	4911	26
Peterson, Robt.	423 Milwaukee avenue	A-245	17
Peterson, T.	61 Blue Island avenue	851	19
Peterson, Wm.	58 E. Chicago avenue	4100	22

Name.	Address.	License No.	Ward.
Petkus, Anton	442 S. Canal street	1406	19
Petkus, M	547 Canal street	6264	9
Petraitis, J	605 Union street	5495	9
Petrone, Gerardo	85 W. Ohio street	A-720	17
Petrone, Jerry	139 N. Sangamon street	5959	17
Petrone, John	140 Grand avenue	5044	17
Petropolous, B. D	310 S. Halsted street	3088	19
Petrowsky, B	3401 Ashland avenue	3812	5
Petry, Nic	659 Barry avenue	481	24
Petschmann, Theo	1265 N. Clark street	3340	25
Petzke, Rud	234 Wellington street	3786	24
Petzos, Jas	411 W. Madison street	A-558	24
Peyton Pat'k	727 Grand avenue	4358	14
Pezzuto, F. A	220 W. 12th street	6236	9
Pfeffer, Fred	148 State street (Rear)	3120	1
Pfeiffer, Alf	466 S. Wood street	182	11
Pfeiffer, E. W	3034 Indiana avenue	3805	2
Pfeiffer, Ferd	1742 W. 12th street	627	12
Pfeiffer, G	3828 Halsted street	2716	5
Pfeiffer, Jos	4121 S. Halsted street	2546	30
Pfohl, Paul	2424 Canal street	5014	4
Phillips, Geo	11138 Michigan avenue	2197	33
Phillips, Jos	59 Bunker street	6253	19
Phillips, Martha	36 S. Halsted street	A-366	18
Phillips, S	6759 May street	5832	32
Phelan, John J	226 W. Polk street	A-803	19
Phelan, John J	97 Vernon Park place	A-805	19
Phelan, John J	240 Forquer street	A-810	19
Phelan, John J	98 S. Sangamon street	A-809	18
Phelan, John J	148 S. Halsted street	A-812	18
Phelan, John J	351 W. Harrison street	A-813	19
Phelan, John J	121 Forquer street	A-811	19
Phelan, John J	311 W. Polk street	A-890	19
Philbin, M. J	8855 Buffalo avenue	1310	8
Phillipson, Jos	450 Halsted street	2378	19
Phonyas, Jas	11 Dearborn street	1349	1
Phonyas, J. and Kavoozen, N	10 Dearborn street	A-105	1
Piacentini, F	4 Colorado avenue	2898	13
Piano, Frank	347 W. Polk street	A-419	19
Piarowski, V	1759 W. 51st street	A-249	29
Piasecki, J. W	4300 Honore street	A-87	29
Piasecki, W	8800 Escanaba avenue	1753	8
Picerno, Jos	18 Sinnott place	6179	17
Pick, Wm. W	270 Colorado avenue	4514	13
Piehler, Richard	3663 Elston avenue	3601	27
Pieretti, J	59 Rush street	4617	21
Pieroni, F	115 S. Western avenue	2483	13
Pieroni, F. P. and Giannoni, Q	1188 W. Harrison street	6294	13
Pieroth, Ph	777 N. Western avenue	2280	15
Pierucci, Louis and Serafini, Ferd	3756 Cottage Grove ave.	A-871	3

Name.	Address.	License No.	Ward.
Pieto, Anton	4400 Honore street	5562	29
Pietsch, Frank	1449 to 1509 Wabash avenue	A-759	1
Pijanowski, Jos	8300 Buffalo avenue	1433	8
Pilgrim, Jos	862 W. Van Buren street	4813	20
Pillasch, H	834 Root street	A-54	30
Pinkawa, C	759 W. Belmont avenue	5583	27
Pinn, Thos	1400 W. 51st street	2097	29
Pinnocci, Mrs. R	1069 W. Harrison street	2726	20
Pinski, M	1135 N. Oakley avenue	A-436	28
Piontkowski, Aug	266 Blackhawk street	4737	16
Piotraschke, H	699 N. Paulina street	911	16
Piotrowski, S	1246 W. 13th street	5535	12
Piper, E. H	5340 Wentworth avenue	4932	30
Piper, W. H	5059 Armour avenue	A-603	30
Pisa, M. J	168 DeKoven street	A-931	19
Pisane, J	70 Tilden avenue	3192	19
Pisarik, M	873 W. 19th street	5647	11
Pischek, L. F	4227 S. Ashland avenue	A-808	29
Pister, Jacob	555 W. 21st street	6014	11
Pitasso, S	421 S. Canal street	A-376	19
Pitt, Wm. and Strelitsky, L	534 E. 28th street	5225	4
Pitte, Hugo L	218 W. 20th street	A-778	9
Pivan, Isaac	152 Milwaukee avenue	870	17
Pivnicki, J	998 W. 18th place	3160	12
Pizer, Chas. and Cohen, L	47 5th avenue	667	1
Pizzi, B	407 Clark street	5744	1
Plachecki, Louis	2501 Lincoln avenue	921	27
Placek, Jos	1120 Kedzie avenue	A-360	12
Placek, K	310 W. 18th street	5787	9
Placzek, T	636 W. 17th street	6019	11
Planer, E	475 Fulton street	3318	18
Plattner, Jos	191 E. Randolph street	2108	1
Plass, Ad	497 5th avenue	4214	1
Pletat, A	4618 S. Ashland avenue	564	29
Pluta, Frank	653 W. 17th street	5822	11
Podavilitz, Wm	1041 Sheffield avenue	145	25
Podborny, M	4857 Ada street	3184	29
Podany, P	1501 S. 40th avenue	2163	34
Podesta, L. and Boggiano, L	399 Ogden avenue	995	20
Podraza, Jos	18 Currier street	6273	17
Podrivacky, I	416 Halsted street	5532	19
Poehler, Ed	769 Elston avenue	3390	16
Poetsch, F. E	408 Sedgwick street	6094	22
Poklaski, Frank	265 W. Webster avenue	609	28
Poklenkowski, Geo	807 Ashland avenue	5227	11
Poklenkowski, Jos	919 N. Hermitage avenue	215	16
Polacek, Jos	535 Blue Island avenue	5722	10
Polak, John	640 Throop street	6076	10
Polasky, Sam	212 Milwaukee avenue	2349	17
Polerecky, Aug	285 W. Chicago avenue	1071	17

Name.	Address.	License No.	Ward.
Poll, A	525 State street	3180	1
Pollak, Chas	602 S. Jefferson street	688	9
Pollard, And	1258 W. 18th street	4401	12
Pollock, M. T	384 W. Madison street	5805	20
Polonec, Jos	264 W. Chicago avenue	3073	17
Polonis, Frank	1161 S. Hoyne avenue	5638	12
Polzin, F. A	496 E. 39th street	4708	3
Polzin, Julius	872 W. 20th street	3758	11
Pomy, Herman G	103 Randolph street	303	1
Ponic, Jos. T	201 Johnson street	859	9
Pontarelli, A	368 Desplaines street	3545	19
Popek, S. P	298 Cornell street	A-453	17
Popovich, S	720 Allport street	5891	10
Popp, John J	1659 W. 63d street	2599	31
Porozynski, M	844 W. 17th street	1518	11
Porter, J. M	1558 W. Madison street	6038	13
Porto, F. J	81 W. Ohio street	4432	17
Portz, Jac	745 Ogden avenue	2472	12
Porzel, John	355 W. 24th street	2919	12
Pospishil, B. R	165 Adams street	1215	1
Potokar, M	564 S. Centre avenue	242	10
Potrebich, M	10718 Torrence avenue	4573	8
Potthast, Fred	280 State street	A-763	1
Potthast, Fred	63 E. Van Buren street (Basement)	106	1
Potthast, Fred	65 Van Buren street	A-361	1
Potthast, Wm	146 S. Clark street	346	1
Pottner, Hans	238 Clybourn avenue	1122	22
Powers, Ph. and Noonan, Geo	135 Madison street	1620	1
Powers, R. W	2359 State street	5157	2
Powers, W. and Moy, Sam	119 Clark street	5863	1
Pozywiol, Stanly	806 W. 18th street	5721	11
Prais, Ambrose	225 Wabansia avenue	A-39	16
Pratt, John	3630 Wentworth avenue	4846	3
Pravdiza, G. T	874 N. Hoyne avenue	1008	28
Preban, J	1052 W. 20th street	A-818	12
Prefer, E. and Reninger, J	6559 Halsted street	2609	32
Pregenzer, R	188 E. North avenue	5123	22
Prehn, Hy	798 W. Madison street	2828	20
Prell, H. H	684 S. Ashland avenue	A-829	11
Press Club of Chicago, J. J. Finn, Pres	106 E. Madison st	6371	1
Press, John	55 La Salle street	4323	1
Pressler, A. K	406 N. Robey street	2722	15
Preston, Chas. K	225 Evanston avenue	3435	25
Prestien, Chas. H	1500 North avenue	6360	35
Preston, J. W	1308 W. Madison street	3485	13
Price, B	98 W. Madison street	2468	18
Price, I	148 W. 12th street	4378	9
Price, I	973 W. Madison street	899	20
Price, Jos. S	292 Clark street	3587	1
Price, Otto	313 Wells street	1364	22

Name.	Address.	License No.	Ward.
Preib, M. J	5557 S. Ashland avenue	A-650	31
Principe, F	130 Forquer street	648	19
Printy, Pat	214 Wells street	3330	21
Prinz, Geo	990 W. Lake street	2664	14
Probst, Otto	43 Orleans street	A-714	22
Proesel, Henry J	2449 Lincoln avenue	A-525	27
Proesel, H. J	2243 Lincoln avenue	2891	27
Proesel, L. M	13 Franklin street	1617	1
Prosser, John	75 Fifth avenue	594	1
Prunty, P. J	295 Ogden avenue	4528	20
Psenicka, Jos	799 Blue Island avenue	5723	11
Psihares, L. and P	16 Dearborn street	2686	1
Public Drug Co., The	150 State street	4890	1
Puccetti, P. and Benaccio, A	211 W. Van Buren street	3146	18
Puccetti, Peter	797 W. Van Buren street	2353	20
Puls, H. J	566 W. Chicago avenue	1129	15
Pundt, John	11628 Wentworth avenue	309	33
Putzinger, J	812 S. Halsted street	2860	9
Puzas, Kas	572 Jefferson street	1321	9
Puzick, C	29 Bingham street	1003	16
Pype, Henri	5491 Lake avenue	1173	7
Pytlik, B	690 W. 20th street	5824	11
Quealy, Luke	4214 Ashland avenue	3948	29
Quermbach, H. J	14 Wells street	3427	21
Quincy, The, T. M. Donlon, Mgr	178 Quincy street	1194	1
Quinlan, C	191 Fulton street	5320	18
Quill, B	9160 Harbor avenue	2441	8
Quill, Daniel	295 W. North avenue	963	16
Quill, J. F	77 92d street	5523	8
Quillinan, Jas	144 Orleans street	5968	22
Quinliven, T. J	824 120th street	A-659	33
Quinn, Geo. F	227 Grand avenue	4722	17
Quinn, J. J	272 Sangamon street	A-758	17
Quinn, J. J	390 Indiana street	A-757	21
Quinn, Martin	1231 S. Western avenue	3284	12
Quinn, Mike	843 42d street	2062	30
Quinn, Peter	4209 Halsted street	3522	30
Quinn, Wm. F	142 S. Clark street	11	1
Quinn, Wm. H	2900 Emerald avenue	A-319	4
Quinn, W. W	162 31st street	70	2
Quirk, Ed	1541 Lincoln avenue	3419	26
Quirk, M. J	120 S. Clark street	3653	1
Quoss, Aug	6401 Ashland avenue	4986	31
Raatz, R. E	1523 Ogden avenue	2359	34
Rabenowitz, H. and Davis, D	293 W. 12th street	5972	19
Rada, Vac	480 W. 26th street	4703	12
Radovitz, Frank	69 W. 14th place	5331	9
Radowicz, T	942 33d street	3743	4
Radtke, G	583 N. Ashland avenue	3628	16
Radzewicz, S	4634 S. Paulina street	3124	29

Name.	Address.	License No.	Ward.
Rae, Thos	475 Loomis street	6286	10
Raetz, Chr	583 Lincoln avenue	6097	25
Raetzke, F. J	817 Blue Island avenue	4938	11
Rafferty, Jno. T. and Hunter, Jas	129 E. Harrison street	5203	1
Rafferty, J. T. and Hunter, J. P	2036 Wabash avenue	5651	1
Raflnski, L. J	136 W. North avenue	A-241	16
Ragagli, F. and S	723 W. Lake street	1281	14
Ragghianti, V. and Andreotti, S	468 Ogden avenue	3354	20
Raggio, C. J	825 S. Halsted street	3800	9
Raggio, D. C	167 E. 22d street	2961	2
Raggio, J. L. and Eichstaedt, H. L	83 E. Van Buren street	5144	1
Rago, Mike	157 N. Peoria street	3925	17
Ragucci, F	270 W. Taylor street	A-205	19
Railway Exchange Buffet Co., Inc., D. M. Sandford, Sec., Jackson and Michigan		1294	1
Raimbault, Frk	832 Irving Park boulevard	1196	27
Rak, Joseph	3737 S. Wood street	A-107	5
Rakich, I	8928 The Strand	3057	8
Rambow, Albert	1759 N. Western avenue	25	27
Ramm, John	196 W. North avenue	A-106	16
Ramm, Wm	1981 W. Lake street	1807	13
Rampala, Jac	602 W. 25th street	6061	12
Randecker, John	85 E. Indiana street	2515	22
Randich, Tony	439 Wabash avenue	13	1
Randies, Herm	1020 Milwaukee avenue	2940	16
Raschke, O. F	3600 S. Winchester avenue	2559	5
Rashinski, J. H	635 S. Canal street	1663	9
Rashinski, J. H	3200 S. Halsted street	2465	4
Rasmussen, Alf	47 LaSalle street	2681	1
Raszinski, Frank	167 W. 18th street	71	9
Ratcke, Herm	420 Winchester avenue	2894	20
Rathaiser, R	292 W. Harrison street	2231	19
Rathman, Chas. H	75 Randolph street	557	1
Ratigan, P. J	133 E. 16th street	1636	1
Rauen, Mat	5756 State street	4318	31
Rayman, Chas	353 N. Clark street	1583	21
Raymond, Fred. W	803 S. Washtenaw avenue	3749	12
Raymond, Hoyt	290 Indiana street	A-347	21
Rayspis, Michael	119 Fisk street	A-582	10
Rea, Wm. M	2636 103d street	A-639	33
Ready, Peter	1011 Ogden avenue	2955	12
Reagin, A. H	5900 State street	1098	31
Reardon, Thos	1501 Ogden avenue	A-921	34
Rebandt, Alex	345 Ward street	3726	24
Reber, Al	345 S. State street	A-129	1
Rebhan, Jos	3364 S. Halsted street	2743	5
Rebmann, H. E	2074 W. Lake street	2711	34
Rebora, S. and Belomine, C	664 W. Van Buren street	1851	20
Rebora, S. and Brichetto, A	63 Orleans street	6102	22
Rector's, D. S. Fraser, G. M	Monroe and Clark streets	2400	1

Name.	Address.	License No.	Ward.
Reda, F. and R.	312 W. Polk street	3000	19
Redlin, And.	3227 Wall street	565	5
Redden, J. J.	700 W. 43d street	A-349	30
Reddington, John F.	75 E. 26th street	6330	2
Reding, A.	505 Sedgwick street	1553	23
Reding, Nick	2317 Lincoln avenue	475	27
Redpath, E. T.	43 Jackson boulevard (rear)	896	1
Reeb, Andrew	540 W. Taylor street	27	19
Regan, Thos.	3292 Archer avenue	2021	5
Regan, Pat.	47 Madison street	3859	18
Regan, John	502 N. Clark street	17	21
Regel, Gus	150 N. Kedzie avenue	2729	14
Rehberg, Fred	90 N. 48th avenue	217	35
Rehm, E. C.	36 Fifth avenue	3121	1
Reilly, Frank	144 N. Morgan street	1817	17
Reilly, J. R.	802 W. 43d street	A-310	30
Reilly, John R.	1352 W. 63d street	6169	31
Reilly, P. S.	1205 Wabash avenue	2315	1
Reilly, Thos. F.	1634 W. 69th street	4495	31
Reich, Annie	1037 Elston avenue	3766	16
Reich, R.	441 S. Canal street	811	19
Reid, Jas.	3600 Lincoln street	866	5
Reidel, Wm. and Deitz, J.	752 W. 21st street	2252	11
Reidsma, R.	162 Washington street	1407	1
Reidy, G. J.	552 31st street	1394	4
Reidy, Thos. A.	623 79th street	5041	32
Reigel, Vac.	4801 S. Ada street	2927	29
Reimer, Carl	78 Center street	3049	24
Rein, Chas.	227 E. Van Buren street	2146	1
Rein, L.	990 Kimball avenue	3698	27
Reinert, M.	2283 N. Leavitt street	250	26
Reinhardt, A.	2085 Ogden avenue	1965	34
Reinhardt, A. C.	108 Webster avenue	3405	24
Reinhardt, Rosalie	159 W. Harrison street	5570	19
Reinisch, J. J.	70 E. North avenue	1176	22
Reinstein, Sol.	11 S. Halsted street	1868	18
Reisner, R.	8456 Escanaba avenue	A-67	8
Reisner, R. and Solecki, J.	927 106th street	4577	8
Reiter, Nic.	63 Vedder street	3313	22
Reitz, Phil. A.	790 Lincoln avenue	1850	24
Rembacz, Jos.	345 N. May street	455	17
Renard, A.	305 Harding avenue	3148	35
Renberger, H. D.	13401 Ontario avenue	209	8
Renk, E.	2154 Archer avenue	1002	1
Renk, John	201 Roscoe street	1331	26
Renn, Mich.	990 S. Western avenue	65	12
Rennwald, Henry	84 Sherman street	4059	1
Rentner, Fred	1293 W. 22d street	1519	12
Rentner, Wm.	1350 W. 22d street	2072	12
Rensch, A. F.	1885 W. Chicago avenue	2028	35

Name.	Address.	License No.	Ward.
Rensu Hotel, Inc., Irving Usner, Prop.,	292 Wabash avenue	1997	1
Resch, John	100 W. Jackson boulevard	4474	18
Reschman, Adolph	308 E. 31st street	A-30	2
Restman, Robt	472 83d street	A-857	8
Reuben, N	3255 State street	5130	3
Reuhl, A. W	1041 Armitage avenue	4443	27
Reuter, Jos	3428 Auburn avenue	2056	5
Revere, F. J	87 Grand avenue	576	17
Revere Hotel Co., S. A. Crowe, Prop.,	54 N. Clark street	6353	21
Reynolds, Hugh	5200 Wentworth avenue	3498	30
Reynolds, Jas. J	342 W. Lake street	4545	18
Reynolds, John	5445 Wentworth avenue	A-93	30
Rezabek, John	711 Allport street	4515	10
Rhein, Barbara & Nic	344 W. Irving Park boulevard	4739	27
Rhone, Thos	8801 Buffalo avenue	3409	8
Rice, John	281 Grand avenue	3076	17
Rice, Mrs. John	337 W. Ohio street	5115	17
Rich, John	459 N. Clark street	5241	21
Richards, Chas	2020 Wabash avenue	6073	1
Richardson, M	412 W. Taylor street	6364	19
Richelieu Wine Co., D. J. Sullivan	70 Randolph street	5460	1
Richter, Chas. Co., Inc., C. Richter, Pres.,	880 Milwaukee av	2405	16
Richter, E. G	701 W. 51st street	5185	30
Richter, Fritz	107 E. North avenue	3310	23
Richter, Herman	1652 N. Halsted street	1652	25
Ridikan, Joe	3253 Illinois court	1113	4
Riebe, Fred	983 N. 42d avenue	1765	27
Rieck, Al	464 Southport avenue	5520	24
Rieckmann, Hy	771 W. 21st street	5621	11
Ried, M. M	330 W. Congress street	1428	19
Riemenschneider, Mrs. F	122 25th place	1824	4
Riemer, F	923 W. 31st place	5083	5
Rienzi Co., The, F. Kuehl Pres	1800 Diversey blvd	1861	25
Rieser, Wm	221 Sangamon street	5497	19
Rievers, Chas	8501 Buffalo avenue	1596	8
Riffel, Paul	2237 Archer avenue	2872	4
Rigby, W. J	8958 Cottage Grove avenue	4062	33
Righeimer, John C	75 Clark street	5362	1
Rigoni, John	2399 Kensington avenue	3369	33
Riha, M	1433 Clifton Park avenue	5266	12
Riha, Thos	958 Kedzie avenue	5533	12
Riley, J. C	225 W. Chicago avenue	3299	17
Riley, Cath	5851 State street	4900	7
Riley, John	2300 Wabash avenue	743	2
Riley, T. J. and Rohn, B. M	154 Dearborn street	261	1
Riley, Wm. and John	632 W. Ohio street	2327	14
Rilling Otto	9234 Cottage Grove avenue	170	33
Rim, J. E	594 Noble street	5670	16
Rimmer, Thos. B	2730 N. 47th avenue	A-782	27
Ring, Geo. A	93 W. 26th street	1606	12

Name.	Address.	License No.	Ward.
Ringl, Jos	3095 N. 40th avenue	4448	27
Ringler, Wm	601 W. Fullerton avenue	4027	28
Ringquist, E	280 Division street	5179	22
Riordan, David	402 51st street	3111	30
Riordan, Mrs. M	163 Morgan street	3588	18
Rippe, Wm. H	13413 Indiana avenue	A-531	33
Rissky, F	319 W. 16th street	2800	9
Rissky, Vac	1193 Homan avenue	3960	12
Ristow, R. G	1218 N. California avenue	4787	28
Ritchey, E. H. and J. A	479 Grand avenue	6303	14
Ritchey, Jno. A. and E	260 N. Ashland avenue	1556	17
Ritt, C	164 Clybourn avenue	974	22
Ritter, W. J	335 Ogden avenue	5843	20
Riverview Sharpshooters' Park Co., Inc., P. P. Cooper, Pres.	85 Sharpshooters Park avenue	A-202	27
Riverview Sharpshooters' Park Co., Inc., P. P. Cooper, Pres.	85 Sharpshooters Park avenue	A-201	27
Rixmann Bros	314 Clybourn avenue	283	23
Rizek, John	710 Halsted street	4359	9
Rizzo, J	143 Larrabee street	5770	22
Rizzo, S. and John	177 Larrabee street	A-592	22
Roberts, Chas	156 W. Taylor street	5326	19
Robinson, C. E	3101 State street	5728	2
Robinson, S. L	856 N. California avenue	5686	28
Roach, Jas	642 Ashland avenue	3044	11
Robbin, Max	2412 Cottage Grove avenue	2669	2
Robbins, Geo	92 N. State street	5608	21
Robertson, D. H	38 W. Randolph street	5348	18
Robey, Chas	516 W. 12th street	A-667	10
Robinovitch, Harry	1710 N. Clark street	440	25
Robitchek, M	959 N. Kedzie avenue	A-348	28
Robitchek, M	888 Mozart street	2691	28
Roche, John F	68 31st street	1033	2
Roche, Pat	2842 S. Park avenue	5091	2
Rock, John	4200 Paulina street	1677	29
Rode, John	196 E. 22d street	A-530	1
Roder, F	6101 State street	1068	7
Rodgers, Jno. and Hogan, Jno	267 92d street	5980	8
Rodgers, R. E	Wood street, Illinois and Michigan Canal	3145	5
Rodgers, Wm., and Cassidy, T	3759 California avenue	A-389	5
Rodkin, I	1470 W. 35th street	897	5
Rodowitz, I	750 N. Paulina street	A-802	16
Roeder, A. P	475 Sheffield avenue	3084	25
Roeder, Chas	3001 Wallace street	2133	4
Roeder, John	490 S. 48th avenue	4413	35
Roeder, Jos	404 S. Western avenue	5551	20
Roediger, Geo	937 S. Leavitt street	1121	12
Roehrich, Chas	145 Wells street	1426	22
Roelle, Frank	279 Washburn avenue	6062	11
Roemer, Hugo	531 35th street	4728	3

Name.	Address.	License No.	Ward.
Roesler, L.	8900 Eggleston avenue	497	32
Rogers, A. B.	2107 Wabash avenue	4922	1
Rogers, Chester	93 S. Canal street	1166	18
Rogers, J. A., and Malcom, P. B.	1495 W. Madison street	4422	13
Rogers, Jas	6501 Halsted street	3840	32
Rogers, Jas	2 River street	2706	1
Rogers, John A	343 W. Madison street	4421	18
Rogers, Jos	357 W. 47th street	6349	30
Rogan, John	4305 State street	6059	6
Roggi, Jno., and Andrioni, Louis	478 W. Van Buren street	2236	19
Rohde, Mrs. A	561 N. Halsted street	4246	22
Rohde, Fred	88 La Salle street	2183	1
Rohde, Louis	2045 N. Halsted street	6239	25
Rokosz, S. J	402 W. Superior street	1849	17
Rold, Geo	53 Rees street	2683	22
Rolek, Martin	1379 W. 38th street	5420	5
Rolewicz, Mike	3124 S. Morgan street	A-89	4
Rolston, John	3778 Archer avenue	4851	5
Roman, J., and Hibner, A. T	4652 Ashland avenue	352	29
Romangak, Peter	910 Clybourn avenue	4015	24
Romani, V	2458 La Salle street	6233	4
Romano, Frank	75 W. Ohio street	5659	17
Romanowicz, J. M	120 W. Division street	6322	16
Romanowski, Antoni	684 W. 17th street	339	11
Romanus, F	1002 N. Western avenue	1192	28
Romito, A	293 S. Jefferson street	454	19
Rommel, Fred	97 N. Wood street	A-673	14
Roncoli, A. and K	927 W. Chicago avenue	293	15
Ronczkowski, Frank	1065 N. Robey street	959	28
Ronkowski, Frank	272 83d street	1418	8
Ronkowski, Jno. F	8401 Illinois avenue	A-439	8
Rooney, T. A	3500 Archer avenue	3	5
Roos, J. M	191 Dayton street	2203	23
Ropaczynski, Jos	87 Fry street	621	17
Rosandich, T	8917 Green Bay avenue	4989	8
Rosanio, B	6800 Page street	3143	31
Roschman, John	400 Southport avenue	2881	24
Rose, A. W	606 Wells street	4243	21
Rose, Al	3421 Halsted street	5809	5
Rose, D. and L	102 E. Harrison street	5176	1
Rose, Edward	723 Clybourn avenue	A-762	24
Rose, H	66 La Salle avenue	4910	21
Rose, Joseph	534 Lincoln avenue	317	25
Roseland Buffet Co., Inc., F. T. Johnson, Pres. and Treas.	11127 Michigan avenue	1498	33
Rosen, Frank	473 State street	3500	1
Rosenbach, J	4802 Loomis street	3413	29
Rosenberg, Ed and Florence	3161 Wentworth avenue	3443	2
Rosenberg, H	1318 Armitage avenue	A-128	27
Rosenegk, A. N. and Co	932 E. 51st street	164	7

Name.	Address.	License No.	Ward.
Rosenfeld, D.	103 Van Buren street	2481	1
Rosenfeld, H.	321 W. 14th street	4571	9
Rosenstein, H.	199 W. 12th street	5294	19
Rosenstiel, A. H.	173 Milwaukee avenue	4044	17
Rosenthal, Fannie	388 Blue Island avenue	3100	10
Rosenzweig, Mrs. I. H.	652 W. 43d street	4563	30
Rosenzweig, I., and Knapp, D.	778 Fulton street	5695	14
Rosenzweig, Ira	124 E. Van Buren street	4077	1
Rosenzweig, L.	6238 S. Halsted street	19	31
Rosenzweig, L.	3559 S. Halsted street	20	5
Rosenzweig, L.	4707 S. Ashland avenue	22	29
Rosenzweig, L.	4324 S. Ashland avenue	21	29
Rosenzweig, L.	6312 Cottage Grove avenue	14	7
Rosenzweig, L.	3107 Wentworth avenue	5764	2
Rosenzweig, P. and Lewis, A.	9132 Commercial avenue	15	8
Rosin, Sam	335 S. Clark street	5265	1
Rosin, Thos	273 Ogden avenue	5349	20
Rosinke, John	3758 S. Lincoln street	A-509	5
Rosky, Louis	347 S. Clark street	A-816	1
Ross, Jas	304 35th street	618	3
Ross, John	2043 Elston avenue	1160	27
Rossow, E.	944 W. 21st street	4046	12
Rossuck, Chas	184 E. Madison street	634	1
Rostenkowski, A.	637 Noble street	362	16
Rostenkowski, P.	648 Noble street	3667	16
Roth, Chas	5437 Shields avenue	2699	30
Roth, Mrs. F.	217 Wells street	1233	22
Roth, G. W., and Ideler, P.	118 W. Lake street	4039	18
Roth, John	365 Dearborn street	A-154	1
Roth, Jno. B.	454 Washburn avenue	2482	11
Rothenberg, Ad. N.	87 Washburn avenue	3934	10
Rothenberg, Sam	1145 Belmont avenue	4570	24
Rothery, Herbert M.	155 E. Washington street (rear)	A-3	1
Rothouse, B.	3800 State street	190	3
Rothschild, I., and Greengard, D.	49 N. Clark street	A-492	21
Rothschild, I., and Greengard, D.	94 N. Clark street	2325	21
Rothschild & Co., H. M. Samson, Sec.	261 State street	2738	1
Rothschild, M. and S., and Rabens, I.	445 State street	2947	1
Rothschild, M. and S.	316 State street	2948	1
Rott, Jas	2030 W. 16th street	5648	34
Roubik, M.	4801 Centre avenue	2264	29
Rouse, Jas	238 S. Water street	669	1
Rowley, Jas. F.	6458 S. Halsted street	A-8	32
Rozanski, Stefan	145 Fry street	A-513	17
Rozen, V. J.	911 Washtenaw avenue	3281	12
Rozynek, John	8856 Commercial avenue	4301	8
Rozynek, P. P.	8641 Baltimore avenue	4574	8
Russell, A. and O.	Waveland avenue and N. Clark street	A-479	25
Russell, Al.	392 35th street	1694	3

Name.	Address.	License No.	Ward.
Russell, John	6059 Ada street	A-638	31
Russell, Jno	9058 Commercial avenue	1438	8
Russell, W. D	4306 State street	2866	30
Rubin, B	178 W. 12th street	3418	9
Rubin, Fritz	356 Sedgwick street	2567	22
Rubin, M	30 W. Madison street	6078	18
Rubin, M	182 Madison street	6079	18
Rubin, Mose	133 Halsted street	4944	18
Rubin, Paul	722 Lincoln avenue	1767	24
Ruchko, St	743 S. May street	A-353	10
Ruckert, L	2133 Indiana avenue	1373	1
Rudcki, Al	2457 38th street	1718	5
Rudd, Geo. and H	52 W. Madison street	4840	18
Ruder, Frank C	355 Blue Island avenue	A-821	10
Ruder, F. C	283 Blue Island avenue	A-822	10
Rudmann, Henry	2351 Wentworth avenue	4258	4
Rudolph, H. J	615 Austin avenue	4420	14
Rudziewicz, Frank	3224 Mosspratt street	3336	4
Rudziewicz, L	3325 Fisk street	3029	5
Rudzinski, Al	337 N. Carpenter street	3937	17
Ruehl, Jos	2550 N. Western avenue	5796	26
Ruel, Andrew	151 N. Halsted street	A-867	17
Ruel, Jas	58 Grand avenue	2412	17
Ruf, Emil	4958 Ashland avenue	1146	29
Ruggis, Jos, and Likis, A	3301 Morgan street	4203	5
Ruler, W	548 N. Clark street	4543	21
Runge, Fred	186 W. Randolph street	425	18
Runge, H	554 Sedgwick street	834	23
Ruroede, F. H., and Townsend, J. A	323 Dearborn street	A-788	1
Rusch, Fred	825 W. 21st street	1925	11
Ruske, Mrs. W. L	7127 Centre avenue	5299	32
Russo, L	90 Ewing street	2306	19
Ruszkowski, F	146 Fry street	390	17
Rutkowski, Albin	2531 Throop street	A-36	4
Rutkowski, F	2526 Milwaukee avenue	4366	27
Rutkowski, Leo	800 Ashland avenue	4801	11
Rutkowski, Nick	8484 Commercial avenue	A-10	8
Rutkowski, Walter	2578 Milwaukee avenue	4367	27
Ruzicka, A	517 W. 22d street	2924	10
Ruzgis, Mike	4558 S. Marshfield avenue	88	29
Ruzin, J	548 Canal street	4940	9
Ruziska, Vac	4757 Honore street	A-699	29
Ryan, C. P	1755 W. 12th street	35	13
Ryan, D. J	1511 W. Harrison street	3550	13
Ryan, Dennis	4 Lake Park place	4587	1
Ryan, Ed	711 W. 79th street	30	32
Ryan, F. W	161 Madison street	1478	18
Ryan, Jas. M	103 22d street	A-601	2
Ryan, J. J	2119 W. 38th street	A-655	5

Name.	Address.	License No.	Ward.
Ryan, J. J	1753 W. 22d street	2000	12
Ryan, Jno., and Son, Roger	1727 W. 12th street	A-169	13
Ryan, M	3903 Wentworth avenue	4821	30
Ryan, Miss Mary	3258 Centre avenue	5342	5
Ryan, P. F	42 N. State street	5419	21
Ryan, P. W	6500 Cottage Grove avenue	2165	7
Ryan, Pat	2266 Archer avenue	5448	4
Ryan, Phil	487 35th street	1035	3
Ryan, Thos	160 17th street	A-569	1
Ryan, Thomas	718 S. Sangamon street	A-752	9
Ryan, Thos	32 W. Randolph street	A-367	18
Ryan, T. M	133 Vernon Park place	A-915	19
Ryan, W. J	1334 W. 51st street	A-624	29
Ryan, W. J	393 W. Harrison street	5870	19
Ryan, J. and Haggerty, R	271 31st street	6336	2
Rybakowicz, A	3357 Fisk street	3494	5
Rybczynski, J	668 Holt avenue	6348	16
Rybowiak, John	8437 Bond avenue	2393	8
Rybski, F	2543 Milwaukee avenue	3387	27
Rychtarek, Otto	406 W. 18th street	4517	10
Rydzewski, Anna	8300 Superior avenue	1737	8
Rydzewski, F. X	9659 Avenue N	3407	8
Rydzinski, J	464 Elston avenue	453	16
Ryerson, L. B	542 N. California avenue	1302	15
Rys, Frank	1188 Turner avenue	2779	12
Rzepka, John	2538 Grand avenue	3939	27
Rzepnicki, J	925 W. 18th street	A-485	11
Sabadosh, Hy	2390 115th street	5833	33
Sabath, Isidore	1113 Lincoln avenue	968	26
Sabath, M	239 Rush street	4371	21
Sabatke, Joe	398 W. 20th place	1644	10
Sabbia, V	375 S. Clark street	A-234	1
Sabus, J. B	1283 W. North avenue	742	27
Sacco, Tony	2226 Wentworth avenue	A-424	4
Sachau, Fred	164 E. North avenue	906	22
Sachs, John	330 S. Clark street	3895	1
Sachs, Louis	44 Fifth avenue	1268	1
Sawdoski, A	8338 Houston avenue	1259	8
Sadusky, F. J	97 W. 16th street	A-352	9
Sadzionski, John	734 Noble street	5844	16
Salamann, V	585 Armitage avenue	2331	28
Salamon, Jos	456 W. 119th street	A-677	33
Salamunac, M	804 Allport street	5703	10
Salem, J	32 22d place	1142	4
Salerno, Frank	2010 Archer avenue	A-745	1
Salinger, I	291 Milwaukee avenue	3855	17
Salvator, C	4658 S. Ashland avenue	951	29
Salvatori, Sam	373 Clark street	5693	1
Salvin, Chr	9655 Commercial avenue	1510	8

Name.	Address.	License No.	Ward.
Salvino, C. and Bloise, P	212 Centre avenue	A-313	19
Salzer, Aron	658 N. Western avenue	1275	15
Samartzopolous, L	7 Dearborn street	3764	1
Sammon, John	193 E. 12th street	343	1
Samp, John	638 W. North avenue	2321	15
Sampranos, T. and Smereades, J	313 S. Halsted street	495	19
Samuel, B. L	233 S. Western avenue	3849	13
Samuel, Himan	152 E. 18th street	3203	1
Samuhel, D	2459 Kensington avenue	3815	33
Sand, F. and Ruf, Jac	264 92d street	2587	8
Sander, Henry	155 W. Huron street	6220	17
Sandquist, A. S. and S. E	1257 E. Belmont avenue	4227	25
Sandquist, C. A	83 E. Chicago avenue	2573	22
Santware, F	3848 State street	2181	3
Saratoga European Hotel and Restaurant Co., The J. K. Sebree, Pres	161 Dearborn street	1856	1
Saratoga European Hotel and Restaurant Co., The, J. K. Sebree, Pres	155 Dearborn street	1858	1
Sasadziski, W	147 McHenry street	4635	16
Satimore, John	3500 Wentworth avenue	3916	3
Sauer, A	5516 State street	1376	31
Sauer, Mrs. Kittie	3001 Shields avenue	2077	4
Sauerbrei, V	466 W. North avenue	2184	15
Saul, Alois	471 W. 20th street	A-503	10
Saunders, Jack J	59 N. Clark street	6366	21
Saunders, R. R	4127 Halsted street	4561	30
Sayers, Thos	922 Grand avenue	4481	14
Sbarboro, Frank	536 W. Madison street	797	20
Sbarboro, Louis	6323 S. Park avenue	5110	7
Sbarboro, R	325 W. Madison street	1728	18
Sbarboro, R. and L	380 W. Madison street	A-344	18
Sbarboro, Vincent	545 W. Madison street	934	18
Scaar, Herman	984 N. Paulina street	2155	16
Scanlon, John	1622 W. 12th street	4442	12
Scanlon, P	4859 Halsted street	5952	30
Schaack, Geo. M	1052 W. 22d street	5515	12
Schade, Frank and Geo	200 Mohawk street	1207	23
Schaedel, Ad	1247 W. North avenue	3554	28
Schaefer, Mrs. A	965 N. Clark street	1346	23
Schaefer, Elizabeth	1213 State street	4585	1
Schaefer, Fred	951 Ogden avenue	5781	12
Schaefer, Geo. and Otto	3459 Wentworth avenue	6337	3
Schaefer, Jos	2511 Canal street	A-450	4
Schaefer, L	833 Irving Park boulevard	1171	27
Schaefer, L	74 E. Adams street	247	1
Schaefer, L. W	488 39th street	4854	3
Schaefer, Mat	5139 Ashland avenue	3421	29
Schaeffer, Gus	371 Milwaukee avenue	3320	17
Schaffert, Fritz	1058 Wellington street	1274	24

Name.	Address.	License No.	Ward.
Schalk, Carl	871 Southport avenue	A-262	26
Schall, W	1375 North avenue	A-183	27
Schaller, Fred	310 W. Madison street	2414	18
Schaller, Geo	3710 S. Halsted street	149	5
Schank, Aug	2225 W. 63d street	A-600	31
Scharf, Fred	1230 N. Western avenue	3194	28
Scharf, H	1293 W. North avenue	228	27
Scharf, R	3361 Grand avenue	2450	27
Scharmach, F	329 W. North avenue	2952	16
Schatz, M	758 W. Madison street	A-272	20
Schatzberger, Josephine	541 E. 25th street	1546	4
Schatzhuber, John	719 Larrabee street	A-786	23
Scheer, F. W	293 Clybourn place	5873	16
Schefer, Marie	777 S. Western avenue	6312	12
Scheffler, F	714 Clybourn avenue	4248	24
Scheffler, John	147 Blackhawk street	5380	16
Scheider, P	67 E. North avenue	A-279	23
Scheidler, Geo. L	815 N. Robey street	2650	28
Scheihing, Fred	5301 Halsted street	4500	30
Scheiner, Vac	3200 N. 40th avenue	538	27
Scheithe, W. B	119 W. 12th street	4076	19
Schell, Chas. M	3900 Wentworth avenue	4668	30
Schelling, John	250 Mohawk street	3469	23
Schendel, R	1785 N. Clark street	4958	25
Schengel, R	10757 Superior avenue	A-891	8
Schenk, Theo	58 N. Peoria street	1681	18
Schenker, R	680 Fulton street	2277	14
Scherbaum, Mrs. L. A	3538 Halsted street	4212	5
Scherer, Jacob	9383 Ewing avenue	4721	8
Scherer, M	1261 N. Marshfield avenue	4961	24
Scherer, Mat	102 Irving Park boulevard	6087	26
Scherf, John	892 Milwaukee avenue	2991	16
Scherp, John	5400 Ashland avenue	4627	29
Schertzinger, C	2281 N. Clark street	563	26
Scherrheim, John	215 Grand avenue	1092	17
Scheubert, Frank	1853 W. 12th street	4638	13
Scheubert, Jos	551 Halsted street	5017	9
Scheuer, L. and A	3970 N. Clark street	2958	26
Scheuerman, M	261 Clybourn avenue	A-263	22
Schewski, Jos	965 Clybourn avenue	4211	24
Scheying Co., J. P., J. P. Scheying, Secretary and Treasurer	97 E. Washington street	3201	1
Schick, Martin	983 N. Halsted street	A-363	23
Schiefer, Paul	459 Wellington street	1923	24
Schiemann, C. A	805 W. Chicago avenue	94	14
Schiepan, Herm	13453 State street	5323	3
Schiseweskie, John	11334 Michigan avenue	4774	33
Schiessle, John	484 N. Springfield avenue	A-571	35
Schiessle, Theo	52 E. Chicago avenue	1641	22

Name.	Address.	License No.	Ward.
Schiller, A. M	276 W. Madison street	4058	18
Schiller, Frank	61 W. Kinzie street	1234	17
Schiller, Harry	455 State street	905	1
Schilling, Henry	181 Armitage avenue	6155	16
Schiltz, N	3323 N. Ashland avenue	836	26
Schimelfenig, M	5301 Princeton avenue	2487	30
Schimpferman Co., W. H., Inc	172 Madison street	87	1
Schindeheutte, Carl	1512 N. Western avenue	997	28
Schindler, L	3 W. Huron street	1832	17
Schindler, Paul	73 W. Washington street	1336	18
Schirkowsky, Wm	86 W. Chicago avenue	2678	17
Schlag, Carl	400 Roscoe street	61	26
Schlange, Chas	464 S. Kedzie avenue	5982	13
Schlecht, Geo	977 Ogden avenue	1516	12
Schlegel, J. E	405 W. Lake street	2610	18
Schlehofer, Jos	121 19th street	3908	1
Schlereth, A	1841 State street	1031	1
Schlesinger, Sam	74 W. Madison street	393	18
Schlieper, Theo	5455 Lake avenue	80	7
Schlitt, Jac	194 La Salle street	191	1
Schlogl, Jos	109 5th avenue	5383	1
Schlumbrecht, John	381 23d street	1341	4
Schmalhausen, S	430 N. Ashland avenue	5290	17
Schmaltz, Henry	130 N. Ada street	4551	17
Schmalzried, S. F	1204 Wabash avenue	2671	1
Schmarje, Mat	1260 N. Ashland avenue	2351	24
Schmelz, Adam	2705 Wentworth avenue	1400	2
Schmid, A. J	767 Irving Park boulevard	6323	27
Schmid, Jac	402 Otto street	62	26
Schmidt, A	831 S. Jefferson street	1778	9
Schmidt, A. G. and Dechert, G	43 S. Clark street	4598	1
Schmidt, Al	1758 W. 51st street	4441	29
Schmidt, Al	4840 Paulina street	A-317	29
Schmidt, B	190 Clybourn place	A-103	16
Schmidt, Carl	3124 Winchester avenue	4319	5
Schmidt, Emil	163 E. Fullerton avenue	5771	24
Schmidt, Fred	724 Irving Park boulevard	59	27
Schmidt, Gust	83 W. Van Buren street	3807	18
Schmidt, H. A	104 Wells street	5593	23
Schmidt, H. J	1859 W. Madison street	429	13
Schmidt, Herm	135 Center street	4596	23
Schmidt, Herm	570 Armitage avenue	4580	28
Schmidt, Jacob	1269 W. Lake street	4674	14
Schmidt, Joe and Max	2901 State street	4975	2
Schmidt, Jos	2038 26th street	A-617	34
Schmidt, Jos. and Max	89 E. 26th street	A-495	2
Schmidt, Jos. and Max	2559 State street	4533	2
Schmidt, Jos	605 S. Kedzie avenue	377	12
Schmidt, L. D	2550 State street	4778	2

Name.	Address.	License No.	Ward.
Schmidt, Louis	5154 S. Ashland avenue	A-134	29
Schmidt, Otto	34 E. Lake street	5709	1
Schmidt, Wm	782 Monticello avenue	2392	35
Schmit, N	1456 W. 51st street	A-189	29
Schmit, John	4320 N. Clark street	A-604	25
Schmitt, John	3458 State street	3396	3
Schmitt, Louis and Chas	1400 Clybourn avenue	698	24
Schmitt, M. J	388 W. Belmont avenue	1427	27
Schmitt, Peter	561 35th street	1838	3
Schmitz, A. and Hauart, H	342 Dearborn street	5067	1
Schmitz, P. S	1213 Lincoln avenue	158	26
Schmitz, Sam	1647 W. 12th street	5594	13
Schmoll, Jr., Oscar	151 E. North avenue	3657	23
Schneider, A. C	186 92d street	6143	8
Schneider, Emil	754 W. 14th street	2533	11
Schneider, Geo	2510 Wentworth avenue	A-468	4
Schneider, J. C	860 Clybourn avenue	2923	24
Schneider, J. G	10458 Vincennes road	2126	32
Schneider, Jac	162 E. North avenue	379	22
Schneider, Jacob	2290 W. Ohio street	41	35
Schneider, Jno. and Siefried, Wm	58 E. Adams street	4051	1
Schneider, M	705 Jefferson street	4104	9
Schneider, Nick	238 Evergreen avenue	A-670	15
Schneider, Wm	N. W. cor. 75th and Centre avenue	2488	32
Schneider, Wm. F	5901 Halsted street	2316	31
Schnaudt, H. W	10003 Ewing avenue	6146	8
Schneidewend, Aug	3513 Archer avenue	305	5
Schneidewendt, Wm	3616 Archer avenue	1588	5
Schnell, H. J	223 Lincoln avenue	2425	23
Schneller, Jno. L	130 Wells street	2817	21
Schner, David	711 W. Taylor street	3482	20
Schnicker, John and Walschlaeger, C	174 W. Randolph st.	3730	18
Schober, Mrs. C	227 W. 18th street	1352	9
Schock, F. R	584 W. Huron street	A-618	14
Schoepf, Chas	219 W. Division street	2564	15
Schoeknecht, Hy	811 N. Robey street	1979	28
Schoel, F. W	3400 State street	1319	3
Schoeltmer, John	1110 S. Leavitt street	6065	12
Schoeman, T	305 Sedgwick street	1981	21
Schoene, Herm	1085 W. 12th street	378	20
Schoeninger, F. and W	655 N. Clark street	A-182	21
Schoeninger, Wm	539 Lincoln avenue	522	25
Schoenleber, Max	324 Sedgwick street	2082	22
Scholl, John B	6832 Stony Island avenue	1314	7
Schollenberger, Fred	533 N. Clark street	2309	21
Scholler, Peter	1124 W. 51st street	1699	29
Scholz, Franz	197 W. Randolph street	434	18
Schoo, W	1043 W. 31st street	1898	5
Schorling, J. M	79th and Vincennes road	312	32
Schott, A	1236 Belmont avenue	1040	25

Name.	Address.	License No.	Ward.
Schott, John F	1203 Belmont avenue	439	25
Schow, Hans	440 W. Fullerton avenue	161	28
Schrachta, Jos	1298 W. North avenue	2829	35
Schrader, Hy	544 W. Fullerton avenue	2812	28
Schrader, Wm. and Neu, C	1609 W. 47th street	3802	29
Schram, John C	742 Larrabee street	3314	23
Schrandt, Ferd	2283 Evanston avenue	385	25
Schreck, Frank H	5212 Halsted street	A-307	29
Schreiber, A. and B	449 S. Halsted street	6326	19
Schreiber, B. and O	291 W. 14th street	5746	9
Schreiner, Fred	1575 Milwaukee avenue	991	28
Schroeder, Anna C	2704 Lowe avenue	5047	4
Schroeder, Henry	150 92d street	5902	8
Schroeder, H. H	2872 Archer avenue	2020	4
Schroeder, Herm	191 Larrabee street	663	22
Schroeder, John	661 Blue Island avenue	6045	11
Schroeder, Mrs. M	2349 State street	3589	2
Schroeder, P. and F	700 Milwaukee avenue	1228	17
Schroeder, Pauline	5013 Halsted street	5018	30
Schroeder, Theo	291 Clybourn avenue	189	22
Schroeder, Tony	1756 N. Halsted street	3706	25
Schroedter, R. C	9207 Commercial avenue	3857	8
Schrohe, Geo	9100 Erie avenue	4038	8
Schubert, A. E	6600 Cottage Grove avenue	1372	7
Schubert, Frank	1728 Wabash avenue	A-848	1
Schubert, F. E	564 W. 12th street	5024	10
Schuda, Jake	4801 Honore street	A-806	29
Schuenemann, H	415 Clybourn avenue	4414	23
Schug, John	13794 Leyden avenue	5039	33
Schug, Phil	11522 Front street	5154	33
Schuham, R	129 51st street	2310	30
Schuham, Theo	3201 Dearborn street	2151	3
Schuhmann, Frank	212 Racine avenue	3024	24
Schukat, Henry	639 Diversey boulevard	924	24
Schuldt, Fred	500 W. Chicago avenue	1841	15
Schuler, Jos	69 Larrabee street	1642	22
Schulhof, A	1608 Milwaukee avenue	2214	28
Schulien, Jos	68 Willow street	1217	23
Schuller, A. D	1707 N. Spaulding avenue	1475	27
Schulwog, Herm	638 W. Lake street	A-330	14
Schultheis, Fred	1113 Milwaukee avenue	A-925	16
Schultz, And	61 Wright street	5864	16
Schultz, A	961 Talman avenue	3935	28
Schultz, Aug	1081 S. California avenue	1052	12
Schultz, E. C	475 California avenue	3268	13
Schultz, Frank	883 W. 19th street	262	11
Schultz, Frank	3124 N. 40th avenue	A-148	27
Schultz, J	259 Hervey street	3822	16
Schulz, Fred	105 Schiller street	2521	21
Schulz, G	497 Lumber street	2513	9

Name.	Address.	License No.	Ward.
Schulz, Wm	406 Armitage avenue	3537	28
Schulze, E	5360 S. Western avenue	4847	29
Schumacher, Ernst	427 N. Ashland avenue	2614	15
Schumacher, L. and O	56 Jackson boulevard	3808	18
Schumacher, Otto	2414 Wallace street	2418	4
Schumacher, W	10200 Avenue M	5979	8
Schumacher, Wm	814 N. Halsted street	541	23
Schumann, Herm	102 Lincoln avenue	1144	23
Schummer, P	414 Clybourn avenue	4903	23
Schunck, J	1636 W. Lake street	3843	14
Schurra, Alf	954 Campbell avenue	2501	28
Schuster, Geo	192 North avenue	4542	22
Schuth, Max	499 N. Francisco avenue	1651	15
Schuttler, Mrs. A	518 29th street	1378	4
Schutz, Louis H	5347 Wentworth avenue	A-567	30
Schutz, M. B. and Klawans, N	65 N. Clark street	1266	21
Schutz, M. B. and Klawans, N. M	346 W. Madison street	3827	18
Schutz, Sam	376 Milwaukee avenue	488	17
Schutz, S. F	6253 State street	2926	7
Schwab, E. and J	4825 Ashland avenue	651	29
Schwab, Jac	5358 Laflin street	3806	31
Schwager, M	63 Emma street	3257	17
Schwalb, Rud	360 Courtland	4109	28
Schwamb, L	2355 Canal street	727	4
Schwan, R. E	425 Dearborn street	4386	1
Schwandner, J	59 W. North avenue	2994	16
Schwaner, John	798 W. 22d street	A-798	11
Schwantes, Jno. E	962 S. Western avenue	2114	12
Schwartz, Ed	718 N. Irving avenue	821	15
Schwartz, H. M	70 N. Clark street	1937	21
Schwartz, Ig	719 N. Campbell avenue	837	28
Schwartz, Jacob	321 W. 12th street	A-112	19
Schwartz, L	91 W. Randolph street	2185	18
Schwarz, E	4555 Wentworth avenue	2791	30
Schwarz, Emil	569 N. Halsted street	A-711	22
Schwarz, H. G	Board of Trade Building	4452	1
Schwarzkopf, W. A	261 W. Harrison street	A-574	19
Schweda, Frank	543 Noble street	24	17
Schweda, Jos	22 Augusta street	1235	24
Schweihs, Sam	2900 Butler street	4997	4
Schweisguth, John	43 W. Erie street	4303	17
Schweitzer, Jac	1614 W. North avenue	4025	35
Schwertfeger, Matthew	25 Montrose boulevard	A-63	26
Schweyer, John	613 W. 12th street	5614	19
Schweinke, Aug	754 N. Wood street	6277	16
Schwienke, H	212 Homer street	724	28
Schwind, M. J	488 S. Western avenue	2001	20
Scollen, Thos	9757 Commercial avenue	4576	8
Scott, Chas	8950 The Strand	A-738	8
Scott, J. F	2716 Ashland avenue	4581	5

Name.	Address.	License No.	Ward.
Sczesapanski, L.	8358 Buffalo avenue	5974	8
Seaton, W. A.	410 Roscoe street	1272	26
Seblom, A.	11300 Michigan avenue	1497	33
Sebold, Mrs. L.	961 W. Harrison street	3250	20
Sedlacek, R.	364 W. 26th street	1414	12
Sedlak, Vac.	548 W. 25th street	5537	12
Seeger, Chas.	445 Lincoln avenue	3503	25
Seegers, H. W.	4121 Wentworth avenue	5007	30
Seehase, Chas.	1049 W. 20th street	2534	12
Seelig, Gabe.	3036 Dearborn street	4661	2
Seelig, L.	375 31st street	2134	2
Seelige, Fred.	1600 W. 69th street	3249	31
Segale, J. B.	3248 State street	1665	3
Segel, H.	3800 Armour avenue	1678	3
Segeler, P.	10201 Notre Dame avenue	1993	8
Seideneck, G. Jos.	515 Lincoln avenue	3736	25
Seidelmann, J. C. and Neimes, M.	1555 W. 12th street	5351	13
Seidl, Thos.	177 DeKoven street	5705	19
Seifert, A. M.	3317 N. Clark street	4688	26
Seifried, Wm.	358 Blue Island avenue	1063	10
Seng, L. Q.	92 Fifth avenue	1179	1
Senne, Frank.	1040 Wrightwood avenue	4210	24
Serafini, F. and Beneditti, F.	26 26th street	1152	2
Sergott, Steve.	1196 N. 53d court	5571	27
Serpico, S.	399 Canal street	4351	19
Sesti, Fred.	4167 State street	1237	6
Seufert, A.	1103 W. North avenue	4171	28
Seymour, John.	2442 State street	3713	2
Shadeyk, S.	1191 S. Western avenue	461	12
Shallow, M.	3758 Union avenue	230	5
Shanahan, P. E.	4909 Halsted street	5050	30
Shane, Jake.	111 Desplaines street	5761	18
Shanghai Restaurant and Catering Co., Inc., M. Stone.	251 Clark street	1097	1
Shannon, P. J.	4035 Wallace street	A-374	30
Shannon, Thos.	952 W. Lake street	1907	14
Shanna, Tony.	84 Oak street	238	22
Shapiro, Geo.	369 W. Harrison street	113	19
Shapiro, Phil.	1065 W. 31st street	A-388	5
Shapiro, M.	6058 Centre avenue	4819	31
Sharkey, John.	1394 W. Lake street	1853	14
Sharvy, John M.	1023 N. Washtenaw avenue	5717	28
Sharvy, Martin.	893 Campbell avenue	450	28
Shatman, H. B.	235 S. Wood street	6184	20
Shatunas, John.	4528 S. Paulina street	2247	29
Sheahan, Frank S.	2900 Fifth avenue	3779	2
Sheahan, John J.	382 Grand avenue	2825	17
Sheahan, P.	838 35th street	6350	5
Shean, C. H.	6241 State street	4278	7

Name.	Address.	License No.	Ward.
Shean, John R	442 W. Taylor street	5846	19
Shedwill, Frank	2427 Kensington avenue	275	33
Sheehan, John	1347 W. 35th street	1181	5
Sheehan, John	1112 Clybourn avenue	2879	24
Sheehan, John J	1258 W. 47th place	5000	29
Sheehan, M	4217 Ashland avenue	4101	29
Sheehan, Pat	3707 Halsted street	4262	5
Sheehan, Thos	3789 Archer avenue	6121	5
Sheehan, Tom	45 Wabansia avenue	5242	16
Sheehy, Wm	404 S. Kedzie avenue	5544	13
Sheerin, John	105 N. Clark street	3130	21
Shellestad, Iver	96 Peoria street	1809	18
Shemaitis, D	130 Canalport avenue	2887	9
Shepard, Harry	42 E. Division street	917	22
Shepler, J. N	833 Homan avenue	6041	12
Shereck, P. and Ptacek, E	2901 Union avenue	3280	4
Sheridan, H. T. and A. L	141 N. Sacramento avenue	2421	14
Sheridan, J. E	364 Dearborn street	5575	1
Sheridan, M. F. and McDonald, F. D	812 W. 35th street	6287	5
Sheridan, P	699 S. Ashland avenue	A-51	11
Sherlock, Jas	3043 Evanston avenue	5604	25
Sherlock, John	365 N. Clark street	1827	21
Shermach, F	777 W. 18th street	5816	11
Sherman, P. J	247 S. Sangamon street	1947	19
Sherman House Hotel Co., Inc., A. Frank, Sec	Clark and Randolph streets (basement)	321	1
Sherman House Hotel Co., Inc., A. Frank, Sec	141 E. Randolph street	320	1
Shields, Jno. and Jos	45 Gross avenue	5447	29
Shields, Martin	1352 35th street	4844	5
Shimberg, Wm	43 Grand avenue	6115	17
Shoen, Ig	1557 Clark street	4353	1
Shonfeldinger, R	4431 Fifth avenue	4342	30
Shults, Frank	426 S. Jefferson street	2962	19
Shunnesson, A. W	1033 Sheffield avenue	1029	25
Shutz, B. M. and Gorman, J	314 E. 29th street	2479	2
Sicillano, S	266 W. Randolph street	2397	18
Sider, N. and Klayf, L	112 E. Randolph street	1246	1
Sider, N. and Klayf, L	132 Fifth avenue	656	1
Sidlo, Mrs. Vac	124 W. 19th street	5392	9
Siebert, Chas	907 N. Clark street	1613	23
Siebert, Herman	476 S. California avenue	A-686	13
Siebert, H. A	628 W. 81st street	4995	32
Siebert, M	4501 Justine street	4539	29
Seifried, Jacob	2047 W. 12th street	4113	34
Siegel, A	157 W. 45th street	2932	30
Siegel, H. and Laping, H	160 Maxwell street	A-520	9
Siegel, Cooper & Co., Inc	285 State street	F-5	1
Siegel, Chr	3934 State street	2651	30

Name.	Address.	License No.	Ward.
Siegler, Geo	120 La Salle street	A-832	1
Siegler, Geo	365 Chestnut street	2895	21
Siemiaszko, John	4841 S. Centre avenue	1721	29
Sienkiewicz, Jos	8756 Exchange avenue	2396	8
Sienkiewicz, Peter	77 Rawson street	6217	16
Sierth, Fred	421 Belmont avenue	140	27
Siever, Chas	102 La Salle street	A-851	21
Sifferman, Aloise	185 E. Washington street	134	1
Sigale, M. and Kornstein, B	459 35th street	A-278	3
Sikora, P	1806 Kimball avenue	664	27
Sikyta, F. J	1933 W. 47th street	715	29
Sikyta, M	582 Centre avenue	5738	10
Silver, Ad	124 Clybourn avenue	5418	22
Silver, Geo	73 S. Clark street	A-701	1
Silver, W	174 Madison street	A-282	1
Silverman, Ed	13545 Ontario avenue	A-678	8
Silverman, M	1034 W. Van Buren street	855	13
Silverman, M. S	429 State street	790	1
Silverman, M. S	194 E. 22d street	A-443	1
Silverman, Nat	418 State street	5071	1
Silvermann, Isaac	13500 Ontario avenue	768	8
Sima, Jos	1593 W. 22d street	2535	12
Simak, Frank	1644 W. 23d street	4002	12
Simek, A	213 Johnson street	773	9
Simek, Anton	428 W. 17th street	5267	10
Simek, Jos	931 W. 19th street	5646	12
Simenson, John	4173 Halsted street	2934	30
Simmons, John	2701 25th street	5131	5
Simms, W. J	2262 State street	3871	2
Simnacher, F	4926 S. Ashland avenue	4465	29
Simon, A	233 S. Halsted street	5855	19
Simon, Anton	2559 La Salle street	4480	4
Simon, Ben	395 W. Taylor street	5669	19
Simon, I	106 W. Madison street	599	18
Simon, J	2701 Armour avenue	3508	2
Simon, M	291 E. Kinzie street	703	21
Simon, Michael	348 Fifth avenue	4079	1
Simonetti, R	223 Wells street	4445	22
Simoni, John	2020 W. Harrison street	2432	13
Simonini, Jos	513 Wabash avenue	6072	1
Simonini, Tony	3266 Cottage Grove avenue	1186	2
Simons, Jos	875 Grand avenue	2091	14
Simons Natural Development System, F. Loeffler, Pres	14 Quincy street	A-657	1
Simpson, H. A	Jackson and Franklin streets	760	1
Sinclair, E. and Geo	71 Market street	216	1
Sindelar, Jac	1259 42d avenue	3200	34
Singer, A. F	697 Noble street	257	16
Singer, Frank	272 Hervey street	4399	16

Name.	Address.	License No.	Ward.
Singer, Jas	12000 Emerald avenue	5249	33
Singer, John F	594 Dickson street	3926	16
Sinnott, R. J	41 Sinnott place	1409	17
Sippel, Geo. K	692 W. 21st place	5573	11
Sirotka, Aug	108 Clybourn avenue	1584	22
Sirovatka, Jos	266 W. 20th street	1542	10
Sirvett, Jos	68 W. 15th street	3176	9
Sissman, William	854 Carroll avenue	A-102	14
Sistek, Frank J	732 Southport avenue	A-606	24
Sistek, F. J. and J	2390 Milwaukee avenue	2042	27
Sivore, V. F	244 E. 31st street	5662	2
Skafgard, Tony	321 W. Fullerton avenue	2430	28
Skahen, D	41 Blue Island avenue	1748	19
Skaja, Jacob	39 Homer street	5671	28
Skaja, Ig	1265 N. Leavitt street	1605	28
Skala, F	654 W. 25th street	A-652	12
Skala, Jos. M	175 W. 12th street	2270	19
Sharpinski, Frank	1538 W. 22d street	2034	12
Skelly, Jos. A	161 Michigan street	2973	21
Skibbe, W	327 Wabansia avenue	A-323	16
Skidelsky, M	367 Maxwell street	3161	10
Skidmore, W. R	1248 W. Madison street	5942	13
Skiller, Frank	12001 S. Halsted street	3985	33
Skinder, Julius	4528 Wood street	3751	29
Skoog, Victor	8313 Commercial avenue	5525	8
Skopec, John S	2799 Milwaukee avenue	4839	27
Skruch, Mrs. Jos	4222 Ashland avenue	3344	29
Skrzydlewski, Adam	96 W. Division street	701	16
Skvorc, John	314 W. 18th place	4160	10
Slaby, John	618 Centre avenue	2915	10
Slad, Vac	1061 S. Troy street	A-332	12
Sladek, Vaclav	634 Loomis street	5278	10
Sladoslawek, A	173 E. Madison street	867	1
Slakis, Peter	3321 Auburn avenue	2547	5
Slama, F	775 Loomis street	860	10
Slaughter, Fred	359 E. 31st street	A-132	2
Sliz, John	328 Cornell street	2890	17
Slocum, Geo	5436 Princeton avenue	1412	30
Slonzen, Geo. E	31 W. Lake street	3832	18
Sloves, Phil	358 N. Ashland avenue	4345	17
Slumbrick, P	1485 93d street	509	33
Small, R. F	3843 Wallace street	2640	5
Smith, A	9162 Harbor avenue	2440	8
Smith, A. B	273 Grand avenue	38	17
Smith, Chas. M	145 Randolph street	4447	1
Smith, Chas. M	117 Clark street	4446	1
Smith, C. N	2118 State street	1389	1
Smith, D. W	368 N. Lincoln street	3664	15
Smith, F. H	16 Rush street	4188	21

Name.	Address.	License No.	Ward.
Smith, F. R.	289 E. Erie street	2299	21
Smith, F. V.	288 Sedgwick street	A-242	22
Smith, Geo. A.	1185 Blue Island avenue	A-408	12
Smith, Geo. H.	337 31st street	A-334	2
Smith, H.	5488 Lake avenue	1631	7
Smith, H. S.	3859 Dearborn street	4354	3
Smith, H. W.	56 S. State street	1167	1
Smith, I.	11050 Michigan avenue	1473	33
Smith, J. A.	827 70th street	1447	7
Smith, J. J.	260 Indiana street	332	21
Smith, J. J.	11 N. Clark street	2460	21
Smith, J. M.	1311 N. Western avenue	979	28
Smith, J. W.	479 W. Van Buren street	3715	20
Smith, John T.	302 N. Robey street	1569	15
Smith, John, and Cooney, John, Co.	6201 Halsted street	4138	31
Smith, M. B.	11 La Salle street	2525	1
Smith, M. and Kolendich, J.	215 E. Randolph street	3459	1
Smith, Mat.	11502 Front street	3983	33
Smith, P. M.	1636 S. 40th avenue	A-85	13
Smolinsky, L.	273 83d place	741	8
Smuda, John	968 W. 18th place	3577	12
Smuda, St.	1193 Blue Island avenue	A-355	12
Smyth, Thos. H.	378 93d street	A-576	8
Snelbaker, Carl E.	1426 Ogden avenue	A-751	12
Snell, Walter	209 E. 21st street	A-698	1
Snell, Walter	4259 Halsted street	A-421	30
Snelling, John	241 S. Water street	375	1
Sniegocki, S.	1155 N. Leavitt street	6156	28
Snip, William	11567 Michigan avenue	A-55	33
Snite, Al.	487 Ogden avenue	5468	20
Sobetskis, Jos. and Liczkus, Stan.	4522 S. Marshfield ave.	A-938	29
Sobolewitz, L.	3037 Dearborn street	6191	2
Sobolewski, John	8701 Houston avenue	844	8
Sobota, John	587 Milwaukee avenue	2982	17
Sobota, Jos.	2 Luther street	A-427	12
Sobota, K.	74 Front street	5821	17
Soderstrom, J.	837 Blue Island avenue	914	11
Soeldner, Theo. H.	5324 S. Halsted street	1823	29
Soelle, Louis	222 North avenue	2517	22
Soennichsen, Mrs. N.	4859 Marshfield avenue	496	29
Soffe, Wm.	638 S. Union street	1043	9
Sohler, C.	409 E. North avenue	3322	23
Sohns, Robt.	1635 Wrightwood avenue	2569	25
Sokolowski, D. F.	40 Cornelia street	2540	17
Sokolowski, Walter	147 Fry street	3936	17
Solberg, Nic.	247 Grand avenue	2221	17
Solberg, Nic.	314 W. Ohio street	3116	17
Solomon, Jac.	583 Grand avenue	552	14
Solomon, Phil. and Weinstein, B.	80 E. Van Buren street	2369	1
Solon, Dudley	1572 Ogden avenue	A-233	34

Name.	Address.	License No.	Ward.
Solon, M. J	380 Colorado avenue	5563	13
Soltes, Step	1024 119th street	1449	33
Sommer, Peter	5058 May street	4499	29
Sommer, P. J	265 92d street	5053	8
Sommerfeld, I	295 W. Division street	2177	15
Sommer, O	4237 S. Ashland avenue	4022	29
Sonntag, Frank	380 Cleveland avenue	313	23
Sons, Jos	857 Roscoe street	1793	26
Sonsikowski, Paul	903 W. 17th street	5534	11
Soodvoisky, N	511 Jefferson street	5440	9
Sophie, C	63 Hastings street	1698	10
Sophie, John	91 Canalport avenue	A-517	9
Sorenson, And	4257 Milwaukee avenue	5441	27
Sorkness, G. C	843 W. Division street	3622	15
Soszynski, Stanley	250 Fulton street	A-715	18
Soucek, Adolph	1248 Kedzie avenue	A-909	12
Souhrada, Jas. F	4934 Loomis street	3274	29
Souhrada, J	1431 Homan avenue	1009	12
Soukup, Frank	1191 Sawyer avenue	3189	12
Soukup, Frank	965 W. 18th street	3513	12
Sokup, Vac	1122 Van Horn street	3123	12
Soustek, B	612 W. 18th street	707	10
Spachman, L	5229 Milwaukee avenue	5506	27
Spahn, Chas. and Huebenthal, P	271 E. North avenue	2644	23
Spain, Michael	606 Root street	2630	30
Spangenberger, P. and Walley, D	212 N. Clark street	5615	21
Spankuch, Louis	503 Sedgwick street	43	23
Spaulding, J. and Braden, S. S	522 Wabash avenue	3138	1
Speciale, Ph	2000 Wentworth avenue	3349	1
Sperlak, Chas	38 Luther street	645	12
Sperling, M	3423 S. Centre avenue	3027	5
Speropoulos, A	324 S. Halsted street	A-590	19
Spiegel, Frank	446 W. Lake street	2413	18
Spiegel, Simon	10708 Torrence avenue	A-746	8
Spieler, B	2269 Archer avenue	5026	4
Spies, M	1179 Blue Island avenue	1589	12
Spietz, Hy	736 W. Division street	3091	15
Spiewak, M	86 Front street	1260	17
Spilger, Geo	4862 State street	4392	30
Spingola, Geo	216 W. Taylor street	6358	19
Spira, Simon	234 N. Centre avenue	4145	17
Splitt, Rose	627 Holt avenue	830	16
Sprado, Ralph	195 S. Clark street	F-8	1
Spranger, Theo	663 Milwaukee avenue	4934	17
Spreyne, F. G	4400 State street	1390	30
Springguth, Geo. and Haenel, Max	760 N. Halsted street	3103	23
Spuck, Maggie	9946 Vincennes road	2837	32
Sramek, Chas	663 W. 19th street	A-907	11
Srb, Gust	25 Fulton Market	4192	18

Name.	Address.	License No.	Ward.
Stach, John	1136 Albany avenue	5601	12
Stach, Jos	89 Cornelia street	1945	17
Stack, M	127 N. Lincoln street	6331	14
Stack, M	270 Fulton street	4904	18
Stack, R. M	219 Van Buren street	5161	1
Stade, R	3744 Cottage Grove avenue	4595	3
Staff, N. and Scholl, O	10401 Avenue M	3174	8
Stafford, E	2026 W. Lake street	1992	34
Stagowski, L. and Niezabitkowski, W	2957 Farrell street	2571	4
Stahl, F. and Menk, Jno	909 W. North avenue	1481	28
Starulak, K	4518 Laflin street	3333	29
Stalmierski, John	927 N. Paulina street	A-88	16
Stamm, Fred and Bohnenberger, A	130 Dearborn street	4117	1
Stamm, Jos	1845 W. Chicago avenue	6280	35
Stamper, Martin	10750 Torrence avenue	A-117	8
Stancik, Jos	2387 Kensington avenue	3006	33
Standard Club, The, F. E. Ward, Asst. Treas	159 24th street	5261	2
Standard, The, Inc., A. Seelig, Pres	236 Halsted street	2930	18
Stanek, Frank	3145 Butler street	4877	4
Stange, E. J	902 Noble avenue	735	24
Stange, John	1993 N. Ashland avenue	586	26
Stanic, B. and Veinsvic, J	8910 The Strand	5475	8
Stanich, O	1218 Clybourn avenue	4394	24
Staniec, M	8559 Superior avenue	1444	8
Stankiewicz, I	802 Milwaukee avenue	2041	17
Stankowski, W	8402 Illinois avenue	1415	8
Stanley, C. and Farrell, T	532 Fulton street	A-232	14
Stanley, M. F. and Walsh, M. J	69 E. Lake street	3846	1
Stanton Co., Inc., Edgar Stanton, Pres	69 Washington street	1866	1
Stanton, Thos	615 W. 12th street	3870	11
Stanic, I	8905 Green Bay avenue	3863	8
Starcevich, Vincent	200 95th street	5524	8
Starcewich, Geo	10818 Torrence avenue	2690	8
Starczewski, Jac	11739 Indiana avenue	1151	33
Stark, And	711 Racine avenue	4240	24
Stark, And	1176 Lincoln street	3128	26
Stark, L. G	3160 Wentworth avenue	1792	2
Starsiak, L	263 N. Centre avenue	4582	17
Stary, H. F	530 Blue Island avenue	6048	10
Stasch, John	1807 Central Park avenue	5916	27
States Liquor Co., H. S. Diller, Treas	3301 State street	4164	3
States Liquor Co., Inc., H. S. Diller, Treas	3701 State street	A-135	3
States Liquor Co., Inc., H. S. Diller, Treas	2401 State street	2131	2
States Restaurant Co., Inc., Her. Grossman, Pres	52 Adams street	1487	1
Stastny, Bertha	132 Oak street	3095	22
Stastny, C. I	1307 E. 76th street	270	33
Stastny, Frank	712 W. 21st street	2921	11
Stastny, Jos	650 Blue Island avenue	2261	10

Name.	Address.	License No.	Ward.
Staszewski, A	5001 Loomis street	4493	29
Statzrien, Hy	975 Clybourn avenue	90	24
Stauffer Bros., Inc., J. D. Gazzolo, Pres.	635 W. Van Buren st	4593	20
Stefani, D. and A	68 N. Franklin street	533	22
Stefansicz, M. and Miksic, T	8956 The Strand	5569	8
Stefanski, J	723 W. 18th street	845	11
Steffens, Fred	214 Rush street	3474	21
Steffes, Nick	972 Lincoln avenue	1411	24
Stegeman, Wm	1074 S. Western avenue	3675	12
Stegemann, R	662 Laflin street	3723	10
Stegmeyer, John	355 E. North avenue	348	23
Stehle, F. J	2358 La Salle street	5399	4
Stehle, John	335 Courtland street	2602	28
Stehlik, Jos	690 May street	6055	10
Stehno, Anton	1084 S. Troy street	116	12
Steibner, Rud	10202 Vincennes road	3068	32
Stein, A. F	317 W. Madison street	3771	18
Stein, A. M	2179 W. 38th street	368	5
Stein, Adolph	641 W. Madison street	1248	20
Stein, Arthur	113 S. Canal street	1265	18
Stein, Aug	262 N. Clark street	6271	21
Stein, B	638 W. Madison street	3847	20
Stein, Israel	199 W. Division street	A-147	15
Stein, M	248 Maxwell street	1014	9
Stein, O	60 Wells street	5991	21
Stein, Oscar	35 Wells street	2099	22
Stein, Sam and Louis	372 Halsted street	4803	19
Steinbrecher, B	1255 W. 22d street	2971	12
Steinbrecher, B., Jr	353 W. 23d place	5853	12
Steinbrecher, C. W	1207 S. Oakley avenue	6008	12
Steiner, J. G. and Krisan, T	206 W. 20th street	2498	9
Steiner, Sam	676 W. Lake street	208	14
Steinke, M	455 Canal street	2823	19
Steitz, John	3757 Centre avenue	6248	5
Stejskal, John C	1075 Homan avenue	5276	12
Stell, Ben	825 W. Taylor street	6245	20
Stenberg, Al	2193 Evanston avenue	4	25
Sternpankus, C	1120 Leavitt street	4175	12
Stenberg, Aug	1427 Belmont avenue	3109	25
Stenberg, John	1698 N. Clark street	2970	25
Stender, Wm	3408 S. Western avenue	5166	5
Stenson, Patrick	1100 Clybourn avenue	A-200	24
Stenzig, Oscar	1249 Elston avenue	438	28
Stepancie, Mike	21 Emma street	A-76	17
Stephens, Alex	464 State street	4168	1
Stephens, F. D	1925 Archer avenue	4760	1
Stepsik, Annie	443 S. Canal street	3621	19
Sterling, John	547 School street	872	26
Sterling, Robt	3334 State street	5800	3

Name.	Address.	License No.	Ward.
Stermer, Wm. R	179 28th place	240	4
Stern, W. F	215 E. Fullerton avenue	2692	24
Steuben County Wine Co., B. T. Van Hausen, Pres	210 Madison street	4866	1
Stevens, Ed	134 Center street	3892	24
St. Hubert English Grill Co., Inc., F. E. St. Clair, Sec., Majestic Hotel (17th floor)		5361	1
Stiber, Anton	212 W. 20th street	4976	9
Stiber, Jos	1933 51st street	4735	29
Stieber, Ed B	1318 N. Halsted street	1354	25
Stiles, Chas. and Waldee, Jno	1624 Milwaukee avenue	2196	28
Stillson, J. N. and Sebree, J. K	146 Dearborn street	1857	1
St. Lawrence, Rich	3457 Ashland avenue	1383	5
Stobbe, John F	330 Augusta street	3411	15
Stochl, A. L	1674 W. 22d street	4006	12
Stock, Jacob	492 N. California avenue	3590	15
Stocker, Fred	65 W. Jackson boulevard	466	18
Stockhausen, Phil	2215 N. Lincoln street	4894	26
Stockinger, Mat	358 Larrabee street	A-471	22
Stodola, Jos	10656 Green Bay avenue	1830	8
Stoeger, Con	1240 N. Ashland avenue	3086	24
Stoffel, F	543 Sedgwick street	1595	23
Stokes & Son, Pat	844 26th street	5132	34
Stoll, C. E. and Bowen, J. J	142 E. Monroe street	2605	1
Stollenmaier, Jos	2838 Cottage Grove avenue	1371	2
Stommel, H. H	69 E. Randolph street	788	1
Stone, John	8743 Buffalo avenue	419	8
Stone, Julius	437 State street	5444	1
Stone, O. M	863 Sheffield avenue	2224	25
Stone, Wm	3401 S. Halsted street	1990	5
Stonovich, S	45 Union street	5079	18
Storey, Alex	571 Elston avenue	5122	16
Straessle, Frank and Ben., Jr	212 Bissell street	A-123	23
Straka, Ed	613 W. 18th street	2524	11
Strand, C. A	96 W. Ohio street	A-744	17
Strand, C. A	2371 N. 64th avenue	A-251	27
Strand, Chas	334 83d street	4720	8
Strand, Oscar	91 E. 88th street	504	8
Stransky, Jos	1434 Central Park avenue	A-545	12
Straszewski, J	960 N. Hoyne avenue	5454	28
Stratford Hotel Co., B. H. Barber, Prop.	16 Jackson boulevard	840	1
Stratyniski, P	749 N. Ashland avenue	448	16
Straub, John Ph	533 Milwaukee avenue	6341	17
Strauch, P	105 Canalport avenue	1653	9
Streich Bros. Co., The, R. Streich, Sec	82 Fifth avenue	2164	1
Strejc, V	1135 Homan avenue	1007	12
Strening, J. and M	204 Blue Island avenue	4548	19
Strich, Carl	508 Wells street	2670	21
Stricker, Louis	5965 Halsted street	6128	31

Name.	Address.	License No.	Ward.
Striepling, J. G.	308 N. Franklin street	5170	22
Strnad, Jos	431 N. Western avenue	A-596	15
Strobel, Geo	1180 Fulton street	5731	14
Strobl, John	1059 W. Fullerton avenue	2128	27
Strohmeier, Wm	260 Lake street	6153	18
Stroik, I	1016 N. Robey street	1216	16
Strom, Matthias	228 N. Centre avenue	431	17
Stromvall, Chas	6315 Ashland avenue	4343	31
Strug, M	13200 Houston avenue	32	8
Strumil, C. and L	2511 107th street	1456	33
Struna, J	9440 Commercial avenue	1507	8
Strunce, Jos	1287 76th street	2068	33
Strupat, Ed	321 Clybourn avenue	A-143	23
Strzelecki, Frank	4858 Lincoln street	1941	29
Stuckmaier, Geo. J	1195 Blue Island avenue	A-547	12
Stuckmaier, Geo. J	67 W. Van Buren street	2742	18
Stuebing, John	1834 Grand avenue	4179	35
Steudli, Ed	2448 Wentworth avenue	6211	4
Stuehler, E	757 N. Paulina street	6354	16
Stuhlmiller, Mrs. M	3415 Wallace street	524	5
Stunz, M	2558 Wentworth avenue	976	4
Stupka, John	614 W. 17th street	3165	11
Sturomski, W	8844 Muskegon avenue	1729	8
Sturtz, A. E	3846 Cottage Grove avenue	2578	3
Styrsky, Jos	769 Fulton street	5531	14
Styx, Frank	610 W. 26th street	A-516	12
Sucha, Vac	748 W. 18th street	5561	11
Suchomel, Frank	746 Allport street	5338	10
Suchomski, T	659 Dickson street	4309	16
Suchy, Frank	532 Laflin street	4700	10
Suchy, Peter	911 Leavitt street	5997	12
Sugg, E. G	3304 Cottage Grove avenue	3700	3
Sullivan, D. J	220 W. Jackson street	6289	18
Sullivan, D. J	60 E. 31st street	A-510	2
Sullivan, D. J	2923 Archer avenue	970	5
Sullivan, D. W	3131 Wentworth avenue	2857	2
Sullivan, Eugene	324 22d street	3217	1
Sullivan, Geo. A	65 N. Western avenue	251	14
Sullivan, J. J	348 W. 15th street	5065	10
Sullivan, Jeremiah	1260 W. Chicago avenue	A-724	15
Sullivan, Jerry	579 Grand avenue	5416	14
Sullivan, J. H	7257 Greenwood avenue	1318	33
Sullivan, J. H. and M. T	108 E. 39th street	2659	3
Sullivan, J. M	87 E. 31st street	A-111	2
Sullivan, John	1464 Indiana avenue	3782	1
Sullivan, Jno. A	9258 Cottage Grove avenue	1604	33
Sullivan Liquor Co., P. D. Sullivan, Prop.	3256 Wallace street	947	4
Sullivan, M	4813 Ashland avenue	5848	29
Sullivan, M. J	128 N. Clark street	3791	21

Name.	Address.	License No.	Ward.
Sullivan, Mark	6 Park Row	4791	1
Sullivan, Michael	402 47th street	3626	30
Sullivan, Mike	1935 W. 22d street	3382	34
Sullivan, P. G	2997 Archer avenue	4300	5
Sullivan, P. J	40 E. Chicago avenue	4784	22
Sullivan, P. J	758 43d street	3582	30
Sullivan, P. J. and Patk	271 Clybourn place	3447	16
Sullivan, Pat'k	504 Grand avenue	2749	14
Sullivan, P. O	2551 Emerald avenue	1953	4
Sullivan, P. J	4200 Campbell avenue	1368	29
Sullivan, Mrs. T	4501 Gross avenue	A-166	29
Sullivan, T. and Patterson, Geo	77 E. Van Buren street	1178	1
Sullivan, T. J	5400 Halsted street	1779	29
Sullivan, Wm	4859 State street	5384	6
Sullivan, W. M	2238 Harrison street	4946	34
Sullivano, A	194 E. 20th street	5324	1
Sulski, Step	8755 Houston avenue	1159	8
Sulski, Victor	8714 Houston avenue	2668	8
Sumuga, Rosi	10822 Buffalo avenue	5978	8
Sunset Buffet, S. Rosenfeld	284 W. Randolph street	5009	18
Sustad, John	212 W. Ohio street	5128	17
Sutterluete, Jos	1302 Wellington street	124	25
Svendson, C. W	29 E. Van Buren street	5181	1
Svensson, John	93 E. Chicago avenue	5433	22
Svoboda, A. B	67 Canalport avenue	4520	9
Svoboda, Jos. J	4300 S. Wood street	A-919	29
Svoboda, J. J	1900 63d street	1788	31
Swan, A. and K	1282 75th street	3399	33
Swan, Frank E	6401 S. Park avenue	2374	7
Swanson, B	6028 Halsted street	4906	31
Swanson, E. and Nelson, Th	1873 N. Clark street	5580	25
Swanson, F	368 Division street	A-300	22
Swanson, Geo. A	2499 W. Kinzie street	471	35
Swanson, H. and C	7052 Stony Island avenue	2186	7
Swanson, J. A	11015 Michigan avenue	292	33
Swanson, J. P	809 Wrightwood avenue	2030	27
Swanson, M	73 E. Kinzie street	577	22
Swanson, P	2500 Wentworth avenue	1621	4
Swanson, S. and Wallin, C	8906 The Strand	A-295	8
Sweeney, Barney	92 Centre avenue	5455	18
Sweeney, C. E	106 Fuller street	5751	5
Sweeney, C. E	1412 35th street	5184	5
Sweeney, J	2837 Cottage Grove avenue	4277	2
Sweeney, John	382 S. Kedzie avenue	A-731	13
Sweeney, John and Hall, Sam	116 W. Jackson street	A-727	18
Sweeney, P. J	514 S. 48th avenue	2843	35
Sweeney, Wm	2380 115th street	3066	33
Sweig, Fred A	1256 S. Ridgeway avenue	2002	34
Swenson, A. E	276 Wells street	58	21

Name.	Address.	License No.	Ward.
Swenson, O. W.	234 Townsend street	763	22
Swetitsch, J.	1468 Milwaukee avenue	523	28
Swiercz, A.	1832 W. 47th street	2456	29
Swierski, Jos.	8700 Houston avenue	2631	8
Swieski, Amelia	3156 Mosspratt street	1184	4
Swift, J. A.	5428 Halsted street	2874	29
Switay, Jos.	13541 Ontario avenue	4809	8
Swords, W. B.	23 Quincy street	2959	1
Szafranski, A.	112 W. Randolph street	387	18
Szafranski, J. F.	8500 Buffalo avenue	6320	8
Szarafin, John	460 106th street	A-69	8
Szarat, J.	539 W. 25th place	628	12
Szczech, Jos.	258 N. Sangamon street	A-703	17
Szczepanski, B.	615 Holt avenue	1986	16
Szczepanski, T.	441 Elston avenue	A-186	16
Szepler, Jacob	48 Dean street	5820	16
Szimajtis, John	708 Canal street	2139	9
Szliter, Tony	150 W. 18th street	A-586	9
Szostkowaski, John	1008 N. Winchester avenue	1802	16
Szulezewski, Ig.	1070 W. 31st street	1722	5
Szulezewski, S.	996 32d place	3441	4
Szumnarski, Peter	975 Diversey avenue	4042	27
Szymanski, Frank	628 Dickson street	A-283	16
Szmczak, John	706 Noble street	2621	16
Szymkowski, John	154 W. Division street	3938	16
Taborsky, Frank	61 N. Clinton street	A-326	18
Tacy, A. J.	188 E. 35th street	1377	3
Taeschler, Al.	358 W. Randolph street	2474	18
Tafel, Frank	971 W. 22d street	3531	12
Taglia, Fr. and Giordano, N.	156 Custom House place	A-743	1
Taglia, F. and Pascale, C.	415 S. Clark street	721	1
Taglia, P.	361 Jefferson street	6190	19
Taglia, Teresa	499 State street	5512	1
Taglia, V. A.	203 Plymouth place	5691	1
Taglia, V. A.	220 DeKoven street	5948	19
Tahany, B.	4708 Halsted street	3679	29
Tambirino, Jas.	120 Austin avenue	4183	17
Tamillo, Frank	1190 W. 15th street	4925	12
Tancel, Jos.	839 Allport street	1702	10
Tanzer, Ad.	658 N. Oakley avenue	2604	15
Tarasiewicz, T.	12105 S. Halsted street	677	33
Tatar, Jacob	811 W. 20th street	458	11
Tauber, S.	458 Belmont avenue	1264	26
Tausig, H. B.	1764 Lincoln avenue	3775	26
Taylor, L. D.	3210 Cottage Grove avenue	2402	2
Tearney, A. R. and Dougherty, B.	74 Adams street	2667	1
Tebbetts, C. H. and Garland, D. F.	2111 Michigan avenue	6068	1
Teischler, Paul	5300 S. Ashland avenue	A-27	29
Telkes, R.	928 W. Taylor street	2161	11

Name.	Address.	License No.	Ward.
Telser, Jac	170 Larrabee street	1667	22
Tempel, And	3011 Keeley street	5718	4
Tempel, John, Jr	2239 Princeton avenue	4166	4
Tennes, Chas	141 N. Clark street	2674	21
Tennie, Frank	6257 State street	1395	7
Teplitz, H	547 W. Madison street	615	18
Teska, J. M	1342 W. 18th street	6251	12
Teski, Henry	147 W. Chicago avenue	5076	17
Tetren, J	1279 W. 21st place	A-208	12
Thau, Wm. G	1228 N. Halsted street	5488	25
Theehs, Wm	2806 Cottage Grove avenue	838	2
Thelen, Peter	5440 Shields avenue	4931	30
Theurer, Geo	27 E. Fullerton avenue	1926	24
Theurer, Peter	10701 Green Bay avenue	A-697	8
Thibodeaux, P. J	234 La Salle street	3241	1
Thielen, Mrs. Mary	548 Melrose street	6101	26
Thielman, John	3559 Morgan street	A-266	5
Thielsen, John	865 N. Robey street	A-900	28
Thien, John	3558 Wentworth avenue	3877	3
Thomas, A. J	196 Madison street	5347	1
Thomas, R	3500 S. California avenue	2024	5
Thomas, R	809 W. Lake street	6189	14
Thompson, Chas	76 W. Madison street	6141	18
Thompson, C	646 Avers avenue	937	35
Thompson, Jas. J	55 W. Van Buren street	841	18
Thompson, John G	1261 State street	1174	1
Thompson, John R	83 Jackson boulevard	4438	1
Thompson, Sam	700 S. Ashland avenue	6092	11
Thome, Jos	2501 Canal street	728	4
Thomsen, And	246 N. May street	4237	17
Thoresen, Ole	159 Milwaukee avenue	1458	17
Thornton, Walter F	278 W. Lake street	A-702	18
Thorud, Hans	242 S. Water street	2889	1
Thorsel, O	1791 N. Western avenue	1570	27
Tibesart, Wm	8934 The Strand	1627	8
Tiedemann, Chas	13 Lessing street	2175	17
Tiemann, Chas	772 W. 14th place	4537	11
Tierney, Jas	1700 W. Lake street	A-937	13
Tierney, Jno. and Peter	1438 W. Harrison street	5973	13
Tietjus, Hy	497 Cleveland avenue	284	23
Tillotson, A. C	1157 73d street	A-90	33
Timmerman, A	4310 Milwaukee avenue	1297	27
Timmerman, Frank	10142 Vincennes avenue	4715	32
Timmerman, Fred	1857 W. 51st street	A-97	29
Timreck, Henry	737 Blue Island avenue	A-610	11
Timreck, Theo	907 W. 13th street	3686	11
Timreck, Wm	563 S. Wood street	6001	11
Tintera, Jos	583 W. 25th street	5373	12
Titus, John	142 Lewis street	A-44	24
Tobin, Dan	334 W. 15th street	5887	10

Name.	Address.	License No.
Tobin, Jas	775 W. Polk street	3083
Tobin, Mike	1857 Fillmore street	1963
Tobin, Thos	4133 Wentworth avenue	A-645
Tobin, Thos	4123 Wentworth avenue	3237
Tobin, Wm	748 Ogden avenue	2830
Tobinski, W	437 W. Superior street	3383
Toborowski, W. and Yelenski, B	515 W. 22d street	5778
Todd, C. H. and Lamborda, F	9550 Avenue N	5245
Todd, C. H. and Jones, P. J	1000 75th street	4157
Toggenburger, Wm	105 Wells street	755
Tognotti, A	1526 Wabash avenue	5886
Tognotti, Jos	2700 La Salle street	1660
Tognotti, Sam	687 W. Madison street	4641
Tolder, M. N	3201 S. State street	1675
Tollakson, Harry	383 W. Kinzie street	A-538
Tollick, Joseph	4600 5th avenue	A-47
Tolman, Frank	6536 Cottage Grove avenue	5698
Toman, Anton	149 DeKoven street	6051
Tomaschek, Alex	1441 W. North avenue	2051
Tomasik, Al	519 Noble street	4603
Tomaszewski, A. F	2500 Main street	4879
Tomaszewski, Jos	63 Wright street	4184
Tomaszewski, K	785 S. Paulina street	457
Tomczak, Andrew	8401 Superior avenue	1117
Tomczak, John	8756 Marquette avenue	3608
Tomecal, John	10812 Torrence avenue	6241
Tomei, Felix	656 W. Van Buren street	967
Tomkiewicz, W	4437 Wood street	3490
Tomsik, Louis	845 S. Ashland avenue	3539
Tomsovic, Jos	4958 Wood street	4870
Tonnacci, P	1213 W. Van Buren street	1955
Tonnemann, R	701 S. Ashland avenue	171
Toole, M. C	2031 Halsted street	2672
Toomey, D. J	248 37th street	4897
Toomey, Jas	207 W. Madison street	2084
Topinka, Anna	2901 Quinn street	716
Toppel, Sam	296 W. Division street	1562
Topping, H. S	1648 W. 12th street	42
Torpey, John	1344 W. Polk street	5599
Tortenson, Olaf	2334 113th street	3060
Tosetti Cafe—E. Tosetti Brewing Co., Inc	212 E. 39th street	6077
Tosi, C. and Arrigoni, F	1196 Oakley avenue	764
Townsend, Jas. R	4293 Milwaukee avenue	2207
Townsend, W. S	8 E. 26th street	5716
Town Stores Co., Inc., J. A. Flanagan, Pres	173 W. Erie street	6374
Town Stores Co., Inc., J. A. Flanagan, Pres	258 Orleans street	6376
Town Stores Co., Inc., J. A. Flanagan, Pres	381 W. Polk street	6375

Name.	Address.	License No.	Ward.
Town Stores Co., Inc., J. A. Flanagan, Pres.	353 Maxwell street	6378	10
Town Stores Co., Inc., J. A. Flanagan, Pres.	74 N. Elizabeth street	6372	18
Town Stores Co., Inc., J. A. Flanagan, Pres.	575 Washburn avenue	6373	11
Town Stores Co., Inc., J. A. Flanagan, Pres.	126 E. 35th street	5755	3
Town Stores Co., Inc., J. A. Flanagan, Pres.	630 Grand avenue	6162	14
Town Stores Co., Inc., J. A. Flanagan, Pres.	285 Noble street	5925	17
Tracey, Con	1094 W. 35th street	6185	5
Tracey, Jas. J	1625 Harrison street	5967	13
Tracey, Thos	988 35th street	4768	5
Trachsel, Fred	11856 State street	1	33
Tracey, J. and Geo	1824 Ogden avenue	5389	34
Tracy, Jas	3121 State street	2696	2
Tracy, Thos	84 E. Huron street	1591	22
Train, Fred E	2008 Wabash avenue	4326	1
Trainor, Jas	3401 Oakley avenue	A-437	5
Trainor, John	8957 Superior avenue	A-294	8
Trandel, Jno	33 Fox place	A-228	16
Trapp, Frank	4858 Hermitage avenue	3187	29
Traus, Herm	441 S. California avenue	3196	13
Trausch, Jos	3371 Ridge avenue	890	26
Trautman, Albert	443 Sedgwick street	A-125	21
Travnicek, Jos	245 W. 20th street	2271	10
Trembacz, Frank	1086 W. 18th place	3425	12
Trebes, John	42 S. Clark street	1069	1
Tresselt, Rud	865 Armitage avenue	474	28
Treudel, H	29 W. Ohio street	5385	17
Treusch, B. L	161 Adams street	3760	1
Trierweiler, A	59 S. Desplaines street	1818	18
Trilokos, E	135 N. Clark street	1760	21
Trinko, Ad	333 Hastings street	5627	11
Trinske, John J	311 W. Division street	3018	15
Trogisch, H	192 S. Clark street	16	1
Trogisch, Otto	325 S, State street	310	1
Troike, Carl	698 21st place	2433	11
Troike, Wm. and Torgersen, Chr	288 Centre avenue	5121	17
Trojan, Geo	8336 Commercial avenue	A-507	8
Trost, Fred	1625 W. 51st street	4488	29
Trucco, Jos	166 W. 13th place	2477	11
Truckenbrodt, Chas	490 State street	5147	1
Truckenbrodt, M	408 Dearborn street	2364	1
Trulsen, Chas. T	2800 Wallace street	531	4
Trzil, Frank	1501 S. 42d avenue	652	34
Tubielewicz, W	3302 Morgan street	3031	5
Tuch, F. F	11516 Front street	5099	33

Name.	Address.	License No.	Ward.
Tucker, A	338 W. 12th street	3164	9
Tuka, J	748 Allport street	1001	10
Tully, B. J	454 93d street	A-460	8
Tummermuth, Jno. F	551 136th street	1387	8
Tumpowski, V	359 W. Erie street	5665	17
Tumpowsky, J	357 Grand avenue	4849	17
Tumpowsky, Jos	592 Haddon avenue	A-365	15
Tunno, L. and J	178 W. Polk street	6056	19
Turberg, Harry	95 Wells street	102	22
Turberg, H. and Silver, Nat	181 N. Clark street	1104	21
Turek, Anton	1256 40th avenue	A-599	34
Turek, Joseph	550 W. 19th street	A-119	11
Turngren, John	53 E. Chicago avenue	2576	22
Turn Verein Eiche, M. O. Bergner, Mgr.	2505 Kensington ave.	5474	33
Turton, Jude and McConnell, Ed	1983 W. Madison street	A-537	34
Tvaroch, J	487 W. 20th street	654	10
Tyk, Thos. A	611 Throop street	A-409	10
Tykal, Vaclav	533 W. 20th street	5280	10
Tynan, T	287 W. North avenue	4265	16
Tyson, Jno. H	274 State street	3559	1
Uebele, G. D	9201 Commercial avenue	1424	8
Uhlhorn, A	233 S. Water street	2382	1
Uhlhorn, Wm	1257 63d street	4733	32
Uhlir, John	4936 Loomis street	2265	29
Uhlrich, Jacob	115 McHenry street	4205	16
Ulbricht, A	182 S. Clinton street	2461	18
Ullman, L	951 Madison street	3398	20
Ulmer, Mrs. L	2617 Cottage Grove avenue	2579	2
Ungeheuer, Fred	39 Evanston avenue	4232	25
Unger, Geo	4221 Halsted street	3423	30
Unger, Herman	3559 N. Clark street	1347	26
Unger, M	2636 Archer avenue	1344	4
Union Club, J. B. Kitchen, Pres	12 Washington place	6011	21
Union League Club of Chicago, E. E. Noyes, Mgr	110 Jackson boulevard	428	1
Union Stock Yards & Transit Co., J. A. Spoor, Pres	Transit House	1889	29
Union Stock Yards & Transit Co., J. A. Spoor, Pres	Depot Exchange and Stock Yards	1890	29
Union Stock Yards & Transit Co., J. A. Spoor, Pres	Dexter Park Building	1891	29
Union Stock Yards & Transit Co., J. A. Spoor, Pres	Exchange Building	1892	29
Union Stock Yards & Transit Co., J. A. Spoor, Pres	9 Exchange avenue	1893	29
Union Wine & Liquor Co., Natenberg & Hertzberg, Props	770 Milwaukee avenue	4857	17
University Club of Chicago	116 Dearborn street (2d Floor)	F-6	1
Unverzagt, Chas	39 La Salle street	6327	1
Uphoff, F. A	759 W. 22d street	2805	11

Name.	Address.	License No.	Ward.
Upton, Edw	664 W. 12th street	4678	11
Upton, Wm	741 Blue Island avenue	4662	11
Urban, Adam	2394 115th street	202	33
Urbanski, Alb	494 Noble street	3803	17
Urbik, F	541 Canal street	813	9
Uridel, Alois	461 W. 19th street	1958	9
Ursini, R. L	208 Wells street	4307	21
Usdrowske, Frank	1052 Wrightwood avenue	468	24
Uttenreuther, A	567 S. Morgan street	1593	10
Uttenweiler, Math	858 Melrose street	A-878	26
Vacca, F	195 Forquer street	3662	19
Vadlenka, Tony	4304 Ashland avenue	5913	29
Valanta, Chas. H	3510 Cottage Grove avenue	4222	3
Valenti, D	235 E. 21st street	3566	1
Valentini, Chas	1233 W. Harrison street	5752	13
Vales, John	840 Allport street	3154	10
Valha, Ferd	641 W. 18th street	6250	11
Valha, Joseph	123 W. 19th street	351	..
Valintis, Tony	637 Union street	5045	9
Vallino, Chas	991 W. Madison street	5813	20
Valvoda, Mat	662 W. 19th street	4005	11
Vanasek, B. V	5402 Loomis street	5240	29
Vancura, Jos	2900 Union avenue	777	4
Van der Hoven, R	929 Southport avenue	1334	26
Van Dusen, Hy. S	3458 Western avenue	3067	5
Van Eesbeck, H. F	6 Dearborn street	391	1
Van Eichler, A	2157 Milwaukee avenue	3783	28
Van Eycke, P	340 Blue Island avenue	172	10
Van Hauxleden, Nic	11044 Michigan avenue	3581	33
Van Hesson, M	9166 Harbor avenue	6035	8
Vann, M	479 S. Fairfield avenue	380	13
Vanucci, A	2901 Armour avenue	1382	2
Van Sandt, A. B	722 W. Lake street	737	14
Van Wagner, W. C	1642 W. Lake street	1279	13
Varley, John	8857 Mackinaw avenue	6036	8
Vaskovsky, John	1900 W. 46th street	714	29
Vaughan, A. E	5472 Lake avenue	1756	7
Vehon, Harry	613 Carroll avenue	3591	14
Vehon, I	118 W. Division street	4557	16
Veley, W. L. and Boyd, G. H	165 Clark street	5371	1
Veneziana, V	180 Customs House place	A-269	1
Venturi, Jos	1721 State street	4018	1
Verdon, C. D	13 E. 26th street	A-792	2
Verdon, Chr. D	2400 State street	6309	2
Verhoven, A. H	2356 State street	5676	2
Versi, S	378 S. Clark street	258	1
Veselak, Mike	5000 Lincoln street	6193	29
Vesely, Frank	5200 S. Lincoln street	1710	29
Vesely, Geo	113 W. 16th street	3909	9
Viccich, A, and Polich, Tom	2149 Archer avenue	183	1

Name.	Address.	License No.	Ward.
Vicech, A. and Randich, Jno	6013 S. Ashland avenue	A-435	31
Vician, St	43 Will street	4929	17
Victoria Hotel Co., Chas. Milligan, Pres.	194 Michigan ave.	1885	1
Vielhauer, P	3621 Cottage Grove avenue	2063	3
Viets, Earl	904 W. 12th street	6296	11
Viets, Earl	1749 W. Harrison street	5516	13
Vilaridita, N. and Guatana, G	118 Custom House place	A-710	1
Villani, Pasquale	351 Jefferson street	A-906	19
Virginia Hotel, G. W. Reynolds, Mgr.,	Rush and Ohio street	5624	21
Visek, Anton	608 Throop street	4297	10
Viterna, J	573 Hastings street	166	12
Vlach, John F	2000 Wabash avenue	4405	1
Vlachor, And and Deligiannis, A	323 S. Halsted street	A-771	19
Vlasak, Martin	4800 Winchester avenue	718	29
Vlasek, John	8401 Ontario avenue	2395	8
Vodak, J. J	683 Loomis street	5774	10
Vodicka, A	4959 Paulina street	A-533	29
Vodicka, Jos	1234 W. 19th street	83	12
Vodnasky, A	610 W. 17th street	6057	10
Vogel, Chas	591 Halsted street	5851	9
Vogel, Fritz	1820 N. Ashland avenue	72	26
Vogel, John A	141 W. Harrison street	5430	19
Vogelsang, John Z	176 Madison street	3756	1
Vogelsanger, Jac	2745 Cottage Grove avenue	1600	2
Voght, John E	N. W. Cor. 23d and Trumbull avenue	372	12
Vogt, Aug	1480 Milwaukeeavenue	671	28
Vogt, Wm	11594 State street	3064	33
Voigt, C	4258 S. Western avenue	4669	29
Vojta, John	1122 Albany avenue	4889	11
Vokoun, Frank	1444 S. 40th court	4752	34
Volanti, D	273 Forquer street	3141	19
Volbert, Wm	8740 Mackinaw avenue	5476	8
Volkert, Aug	126 Milwaukee avenue	5256	17
Volkmann, John	158 E. Roscoe street	4114	26
Volmer, S. T	487 N. Park avenue	3461	21
Vonch, Jas	4225 S. Ashland avenue	2821	29
Von Der Haar, Nic	379 W. Division street	3612	15
Vondrasek, Al	2001 W. 47th street	3273	29
Von Glahn, Herm	1119 Belmont avenue	4682	24
Vopicka, Frank	680 Blue Island avenue	5464	11
Vorgois, N	4940 Wentworth avenue	2065	30
Vorreiter, Ernst	572 Larrabee street	A-887	23
Voss, Aug	1564 Ogden avenue	5507	34
Voss, John W	1026 W. 22d street	3970	12
Votava, John	2683 N. 40th avenue	4953	27
Vrabec, Stefan	284 N. Centre avenue	3927	17
Vrabek, S. and Nosko, J	1332 48th street	3864	29
Vrba, Jos	524 W. 18th street	5779	10
Vrchota, Jos	4958 Hermitage avenue	5164	29
Vrchota, Paul	597 32d street	2408	3

Name.	Address.	License No.	Ward.
Vukadunavic, Dan	10738 Torrence avenue	5762	8
Vukalcic, Steve	823 Blue Island avenue	3234	11
Vyzral, Frank	3000 Union street	5283	4
Vyzral, Frank	11 W. Chicago avenue	405	17
Wach, Chas	4749 Honore street	5518	29
Wach, Martin	5201 S. Winchester avenue	A-631	29
Wacholtz, John	20 Luce street	643	16
Wachowski, M	906 N. Wood street	3728	16
Wachowski, M	147 Wabansia avenue	2328	16
Wachowski, Val	717 Dickson street	4194	16
Wachs, Robt	18 E. Chicago avenue	A-750	22
Wachsman, R	2459 Wentworth avenue	1870	4
Wade, Ben	944 W. 63d street	3757	31
Wadman, P	137 Canalport avenue	1004	9
Wagener, R	3609 Halsted street	1522	5
Wagner, Albert	3949 N. Clark street	930	26
Wagner, Emile	2359 115th street	3059	33
Wagner, Frank	947 Ashland avenue	4888	11
Wagner, G. F	3122 State street	1619	2
Wagner, Jac	208 91st street	3209	8
Wagner, John	1180 W. Lake street	4908	14
Wagner, John F	394 E. North avenue	5491	21
Wagner, Nic	4065 Archer avenue	2820	29
Wagner, R	10 Quincy street	4159	1
Wagner & Son, Theo	319 Cleveland avenue	4244	23
Wagner, Val and Hauschild, J. H	104 S. Clark street	1874	1
Wagner, Wm	6003 State street	2603	7
Wagner, Wm	315 W. Diversey avenue	2954	27
Wahl, Ed	132 Wabash avenue	1153	1
Wahl, Ed	103 E. Madison street	A-215	1
Wahl, Henry F	4201 Archer avenue	5710	29
Wahlstrom, A	130 Sedgwick street	1313	22
Wahout, J	382 Belden avenue	1240	23
Waicunas, K	1109 S. Leavitt street	3632	12
Wajda, Martin	109 W. 19th street	A-395	12
Walcyzk, Chas	301 Wabansia avenue	5358	16
Wald, S. M	48 5th avenue	2276	1
Waldron, J. J	1012 E. 75th street	354	33
Waligorski, Jos	192 W. North avenue	943	16
Walinski, W	320 N. May street	6308	17
Wall, Dan	130 Dearborn street	3868	1
Wall, Maurice F	6258 Sangamon street	A-902	31
Wallace, Jas	537 W. Lake street	6167	18
Wallace, James	3801 Union avenue	3613	5
Wallace, Jas	470 W. Randolph street	5553	18
Wallenberg, Ellis	150 E. 17th street	4124	1
Wallner, Jos	4801 Justine street	6304	29
Wallschlag, Henry	1806 63d street	A-690	31
Walsh, D. J	73 E. Jackson boulevard	2297	1
Walsh, E. R	138 Van Buren street	A-928	1

Name.	Address.	License No.	Ward.
Walsh, Edw	259 Wells street	4093	22
Walsh, James	6314 Cottage Grove avenue	4261	7
Walsh, James	257 Orleans street	4955	22
Walsh, Jas	1251 S. Western avenue	5987	12
Walsh, Jas	253 Blue Island avenue	5988	10
Walsh, Jas	5601 Carpenter street	4273	31
Walsh, Jas. A	1959 W. Harrison street	4579	13
Walsh, Jno. R. and Sweeney, Jno	1904 N. Clark street	A-732	25
Walsh, M	1446 35th street	2227	5
Walsh, M. J. and Stanley, M	128 Clark street	3902	1
Walsh, Michael D	5105 Wentworth avenue	A-152	30
Walsh, Michael	8800 Mackinaw avenue	1615	8
Walsh, P	691 Larrabee street	4690	23
Walsh, P. B	4953 Halsted street	5425	30
Walsh, R	6558 Cottage Grove avenue	5105	7
Walsh, R. F	2113 W. Madison street	5862	34
Walsh, Rich	1239 Blue Island avenue	4416	12
Walsh, T. F. and Lamotte, L. H	304 Center street	2563	23
Walsh, Thos	8901 Commercial avenue	4951	8
Walsh, Thos	4936 Centre avenue	5587	29
Walsh, Wm	8548 Green Bay avenue	1472	8
Waltemade, Ed	1719 W. North avenue	26	27
Walter, B	56 N. Peoria street	1768	18
Walter, Anton	60 W. Jackson boulevard	4082	18
Walton, W. V	314 92d street	280	8
Walwer, C. F	5267 Armour avenue	1676	30
Walwer, C. F	1135 63d street	A-271	32
Walz, E	63 W. Lake street	3890	18
Walz, Geo. F	400 Wabash avenue	2601	1
Walz, Louis	5906 State street	2476	31
Wanat, John J	1081 W. 18th place	A-775	12
Wandry, O. C	2801 S. 42d avenue	1452	34
Wappel, Geo	5359 Honore street	A-849	29
Ward, Hugh	81 W. Madison street	1668	18
Ward, Hugh	54 W. Madison street	3623	18
Ward, E. M	1221 Wabash avenue	3838	1
Ward, F. and LaRose, L	445 N. Clark street	3705	21
Ward, P. J	112 Dearborn avenue	3882	21
Wardenski, Thos	557 Milwaukee avenue	2107	17
Ware, A	238 W. Lake street	3535	18
Ware, R. A	504 State street	3045	1
Warford, Robt	3268 Irving avenue	4129	5
Warnecke, Herm	157 W. Randolph street	4221	18
Warneke, Fred	99 W. 19th street	3162	9
Warneke, Louis	311 Larrabee street	2998	22
Warren, B. P	383 W. Van Buren street	1680	20
Warren, J. P	110 Desplaines street	2358	18
Warszinski, A	210 Hervey street	4360	16
Wasack, Geo	10801 Hoxie avenue	6194	8
Washer, John	3000 Armour avenue	3981	2

Name.	Address.	License No.	Ward.
Waterfall, S	201 31st street	4279	2
Waterloo, Daley	1158 W. Chicago avenue	2549	15
Waterloo, P. J	240 W. North avenue	4219	16
Waters, D. J	296 Dearborn street	4880	1
Waters, F	174 Jefferson street	A-276	18
Waterstradt, Chr	427 N. Wood street	3225	15
Watson, M	172 S. Western avenue	2085	20
Watt, P	3952 Wentworth avenue	5480	30
Waymann, M	13 Blue Island avenue	1105	19
Weadley, Chas. E	431 N. Clark street	6034	21
Weber, Aug	357 Sedgwick street	3367	21
Weber, Chas	183 Ontario street	5696	21
Weber, Elizabeth	863 S. Western avenue	6297	12
Weber, Herman	115 E. Randolph street	1469	1
Weber, J	935 W. Madison street	3328	20
Weber, John	4601 State street	3452	6
Weber, John	1259 N. Marshfield avenue	2747	24
Weber, Jos. A	629 Southport avenue	6275	24
Weber, P. M	1437 Milwaukee avenue	A-401	28
Weber, Phil	716 N. Halsted street	5565	23
Wedemeier, Hy	133 Canalport avenue	3742	9
Weede, Chas	4330 State street	1607	30
Weeger, Frank	3954 N. Clark street	931	25
Weeks, G	264 E. 39th street	1906	3
Wee Wing Lo	174 Clark street	2080	1
Wegner, Ad	1395 N. Halsted street	752	25
Wegrzyn, M	1000 W. 18th street	5782	12
Weiblinger, M	2184 N. Ashland avenue	1301	26
Weidil, A	461 W. 19th street	2268	10
Weigand, Aug	200 W. Division street	4534	16
Weiler, Mrs. M	3701 Morgan street	4535	5
Weinberg, Etta	507 N. Wells street	5924	21
Weinbaum, M	468 Sedgwick street	4464	23
Weiner, Chas	1034 W. 119th street	5056	33
Weinrich, Aug	145 S. Sangamon street	3104	18
Weinstein, L. and Frank, S	203 W. Adams street	A-216	18
Weinstein, S., Sr. and Jr	497 Jefferson street	4120	9
Weinwurm, Alf	805 Clybourn avenue	515	34
Weipert, Jos	1076 Western avenue	5540	12
Weis, Anna	215 Clybourn avenue	4406	22
Weis, B. and Rednitzer, S	389 Blue Island avenue	A-491	10
Weis, John	900 N. Clark street	562	23
Weis, Nick	230 S. Water street	1230	1
Weis, S	1009 W. Harrison street	3288	20
Weisenmayer, Jacob	272 E. North avenue	423	22
Weiskopf, J. M	747 Sheffield avenue	68	25
Weiss, A	96 Clybourn avenue	650	22
Weiss, E	455 N. Ashland avenue	3825	15
Weiss, Henry	977 W. Van Buren street	A-635	13
Weiss, Jake	2032 Armour avenue	5013	1

Name.	Address.	License No. W
Weiss, L.	234 E. 22d street	3015
Weiss, L. E.	3464 Auburn avenue	5069
Weiss, N.	2608 State street	4616
Weiss, Theo.	1045 Milwaukee avenue	1236
Weissenrieder, Jos.	1034 Perry street	1329
Weisman, K. and Taper, Ike	236 Maxwell street	3638
Weitz, Wm. M.	11400 Schlitz avenue	A-641
Weller, Wm. F.	180 E. 31st street	229
Wellmann, M.	3400 Western avenue	3993
Wells, E. E.	13459 Erie avenue	A-693
Wells, E. C.	501 W. Madison street	1283
Wells, Thos. R.	165 Wabash avenue	4920
Wellstein, John and Flasch, H.	310 E. North avenue	3082
Welzien, John	765 S. May street	5818
Wendel, Aug.	1504 Milwaukee avenue	5421
Wendel, Peter	2220 State street	5010
Wenig, J. C.	577 W. 31st street	4712
Wendt, Chas.	609 Lincoln avenue	909
Wendt, Adolph W.	86 Michigan avenue	1421
Wendt, Frank	3767 S. Morgan street	950
Wendt, Paul	793 Lincoln avenue	1356
Wendt, Rud.	570 W. Diversey avenue	3317
Wenstrom, Peter	916 59th street	A-922
Wenzel, Gus. A.	912 51st street	F-4
Wenzel, L. M.	4163 Halsted street	5861
Wercker, Henry	34 Wells street	2700
Weren, Wm. P.	124 N. Clark street	464
Werkmeister, H.	189 Wabash avenue	4560
Werlich, Max	798 Southport avenue	3191
Wernblad, P. A. and Holgersohn, J.	1801 N. Clark street	554
Werner, A. and Schanzenbach, P.	1436 N. Clark street	1983
Werner, E. M.	933 Clybourn avenue	2568
Werner, R.	1279 N. Ashland avenue	2445
Werner, Wm.	3623 Archer avenue	6299
Wernicke, Paul	3251 N. Clark street	4204
Werr, Chas.	5266 Armour avenue	4980
Wesemann, H.	4383 N. Clark street	267
Wesley, Mrs. C.	213 Ogden avenue	5908
Wessel, Chas. C.	103 W. 26th street	A-539
West, A.	1256 59th street	5865
West, Chas.	365 State street	3996
West, Chas.	398 State street	A-257
Wester, Chas. C.	2069 Lincoln avenue	2512
Westergren, Anton	8536 Green Bay avenue	4402
Westerhausen, Otto	1229 S. Western avenue	4875
Western Liquor Dealers Supply Co., Inc., Sig. Natenberg, Pres.	279 W. Chicago avenue	975
Westman, J. A.	229 Grand avenue	2303
Westpfahl, Hy.	501 Roscoe boulevard	297
Westwal, W.	924 32d street	1821

Name.	Address.	License No.	Ward.
Wetterhahn, Jacob	1079 Oakley avenue	6158	28
Wetterhahn, Sam	32 Center street	1977	24
Wetzel, Geo	5658 Ashland avenue	5694	31
Wetzke, C	8518 Green Bay avenue	1508	8
Wexberg, Wm. V	1069 Milwaukee avenue	360	16
Wexler, Sam	208 W. Monroe street	4408	18
Weyma, T	712 Milwaukee avenue	4173	17
Weyers, F. A	1106 California avenue	4028	28
Weyrich, M	496 28th street	6080	4
Whalen, M	4000 State street	3150	30
Wheeler, C. H. and Jochim, A. H	626 W. Lake street	678	14
White, B. F	Clark and Adams street	3118	1
White Eagle Buffet, Inc., J. Kuczkiewicz, Mgr	11758 Michigan avenue	4711	33
White, E. H	1334 W. Lake streeet	5134	14
White, Hugh	36 Miller street	884	19
White, John	2604 111th street	2588	33
White, John C	1949 W. 12th street	4639	13
White, J. E	156 N. Western avenue	4172	14
White, Jos	89 N. Western avenue	6329	14
White, Jos. J	177 N. Western avenue	3224	14
White, Thos	980 E. 63d street	4282	7
Whitton, R	394 State street	1696	1
Wiborz, And	341 Milwaukee avenue	4087	17
Wichlaczynski, J	1007 W. 18th street	4249	12
Wickman, John	847 Blue Island avenue	5697	11
Wieboldt & Co., W. A., Inc.,	931 Milwaukee avenue	2380	16
Wich, John	232 Cornell street	2387	17
Wiechert, Emil	122 Wells street	3727	21
Wiechman, John and Gellert, H	259 Dearborn street	1298	1
Wiederrecht, Al	400 N. Ashland avenue	1822	17
Wiegel, F	1600 W. 63d street	4993	31
Wienholz, Chas	318 Blue Island avenue	3592	10
Wienold, R. and Eisner, Hy	250 North avenue	1061	22
Wier, Chas	285 W. Division street	3445	15
Wierisch, S	2700 Archer avenue	3375	4
Wiest, Frank	6547 State street	1482	7
Wieting, D	6200 Carpenter street	3591	31
Wiggins, Chas	1446 Ogden avenue	4647	12
Wight, Fred	16 N. Green street	3872	18
Wilbraham, J	2073 Evanston avenue	3400	25
Wilcox, Mrs. E	998 W. Madison street	4748	20
Wiles, H. D	71 Canal street	3483	18
Wilhelm, C. F	417 W. Fullerton avenue	2205	28
Wilhelm, D	958 Diversey boulevard	28	24
Wilhelmi, B	436 S. Kedzie avenue	2554	13
Wilhelmsen, E	798 W. North avenue	5434	15
Wilken, Theo, and Aug	49 La Salle street	1158	1
Wilken, Wm. L	3149 S. Morgan street	A-905	4
Wilkins, Wm	332 N. State street	5129	21

Name.	Address.	License No.	Ward.
Will, Wm	391 N. Marshfield avenue	2290	15
Willenbrock, A	1313 Milwaukee avenue	6202	28
Williams, A	51 E. Randolph street	485	1
Williams, C. A	4845 Ashland avenue	4770	29
Williams, Chas. M	110 Vedder street	331	22
Williams, Geo	291 E. 35th street	5092	3
Williams, J. B	2252 State street	2039	2
Williams, L. A. and Newman, T. C	115 Lake street	1904	1
Williams, Tony	246 Carroll avenue	561	18
Willistein, David	1614 N. Leavitt street	A-877	24
Wilson, Chas	8957 Normal avenue	A-842	32
Wilson, E	9156 Harbor avenue	5253	8
Wilson, Thos	6500 State street	5308	32
Wilson, Wm	277 E. Division street	4467	22
Wilson, W. H	222 W. Lake street	6215	18
Wilt, Jos	3225 Wall street	795	5
Wiltgen, E	4074 N. Clark street	A-99	25
Windbiel, Peter	459 Canal street	5407	19
Windemere Hotel, W. Moore	56th and Cornell avenue	1883	7
Windheim, Chas. H	110 Canalport avenue	3703	9
Windle, Thos	1326 W. Taylor street	1032	13
Windle, M	2110 W. Lake street	4264	34
Windmiller, Leo	1394 Carroll avenue	3361	14
Windsor Clifton Hotel, Wm. Thompson	Monroe and Wabash	1579	1
Wineman, Sim, Co., Inc	98 E. Randolph street	3651	1
Winer John	137 W. Blackhawk street	A-454	16
Wing, R	663 Armitage avenue	4344	28
Wingfield, C. F	6319 Halsted street	A-340	32
Winkelried, Frank	562 N. Halsted street	5367	22
Winkler, E	360 W. Lake street	184	18
Winkler, Paul	559 27th street	1343	4
Winnegge, Anna	357 W. 48th place	A-133	30
Winter, Chas	125 Johnston avenue	4162	28
Winter, Henry	3152 Wallace avenue	A-494	4
Winsberg, M	966 W. Van Buren street	5505	20
Wirsching, Herman	1292 W. 12th street	2558	12
Wirsz, John	842 Clybourn avenue	3923	24
Wirth, C	77 Clark street	4195	1
Wirth, J	329 5th avenue	839	1
Wirth, S	107 Wells street	406	22
Wirtz, Geo	569 Morgan street	5930	10
Wirtz, Jac	5300 Princeton avenue	2785	30
Wisheu, John	1474 Clybourn avenue	6098	24
Wisniewski, B	574 Milwaukee avenue	6160	17
Wisniewski, P. J	31 Tell place	5402	17
Wisniewski, Robt	166 92d street	5104	8
Wissems, A	1108 35th street	4767	5
Wissert, Ernst	183 W. Van Buren street	4725	18
Wisztart, M	8734 Commercial avenue	4033	8
Withall, Harry	3523 51st street	2044	29

Name.	Address.	License No.	Ward.
Witous, John	607 Throop street	3671	10
Witous, Jos	867 W. 31st street	3873	4
Witowski, Frank	4833 Throop street	3894	29
Witowski, R	571 Noble street	1079	17
Witt, Johanna	824 Mozart street	1594	28
Witte, F	999 Blue Island avenue	A-184	11
Witte, Herman	80 Wells street	765	21
Wittmer, Max	8440 Green Bay avenue	1085	8
Wittsang, H	156 W. Randolph street	4692	18
Witzke, R	705 Belmont avenue	3444	24
Wleklinski, S	844 W. 18th street	852	11
Woertz, Ad	5492 Lake avenue	1630	7
Woerth, Alois	1186 Madison street	1669	13
Wohlers, John	1134 W. Chicago avenue	2218	15
Wohlfeil, R. E	519 W. 15th street	4862	10
Wojciechowski, J	1544 W. 39th street	341	5
Wojciechowski, Mike	128 Wabansia avenue	A-823	16
Wojciechowski, W. S	768 Austin avenue	3974	14
Wojcik Jos	1201 Blue Island avenue	5994	12
Wojtalewicz, S	562 Noble street	2862	17
Wajtus, Monika	699 N. Ashland avenue	6108	16
Wojtus, F	607 Noble street	2963	16
Wojtyla, M	921 43d avenue	A-952	27
Wojtyla, M	30 Kosciusko street	1102	28
Wolbing, Chas	844 Cortland street	3051	27
Wolf, A	253 S. Clark street	2976	1
Wolf, Ad	411 W. Harrison street	79	19
Wolf, C. and Ulrich, H	150 Dearborn street	901	1
Wolf, Chas. and Walter, A	1490 Grand avenue	2883	15
Wolf, D	13 S. Halsted street	1679	18
Wolf, Fred	5 S. California avenue	1915	14
Wolf, John G	798 Clybourn avenue	A-161	24
Wolf, John	5100 Western avenue	A-113	29
Wolf, John	1212 S. 40th avenue	4008	12
Wolf, Max	1076 Milwaukee avenue	2307	16
Wolf, Peter	355 33d street	3420	3
Wolf, Wm. G	839 W. 13th street	4241	11
Wolfe, J. J	486 W. Randolph street	583	18
Wolfrum, Math	913 Clifton avenue	409	25
Wolinski, Joe	43 Chapin street	2620	17
Wolowitch, Louis	1441 State street	2040	1
Wolter, John C	225 Robey street	2544	14
Wood, Mrs. D. and Stapleton, M. J	1619 W. 12th street	5943	13
Wood, Geo. W	3851 Cottage Grove avenue	876	3
Woodfolk, R	4920 State street	3475	30
Woodrich, H	2756 S. 40th avenue	2003	34
Woods, Mrs. James	3327 Archer avenue	1949	5
Woods, John	751 W. 22d street	1716	11
Woods, Michael	6858 S. Ashland avenue	4990	31
Wooley, Ernst	495 S. Leavitt street	4633	20

Name.	Address.	License No.	Ward.
Wopata, Jos	961 S. Western avenue	711	12
Wosikowski, Alex	1818 Armitage avenue	6262	27
Woslick, Rud	171 S. Dearborn street	1468	1
Wosta, Frank	122 W. Lake street	2938	18
Wosta, Frank	142 W. Randolph street	4136	18
Woulfe, Jas. J	759 Root street	77	30
Wozaldo, John	732 Carroll avenue	2808	14
Wrage, Wm	451 Milwaukee avenue	1672	17
Wright, H. J	4354 Archer avenue	4769	29
Wright, H. S	3059 N. Clark street	210	26
Wright, L	1836 Wabash avenue	5663	1
Wright, N. and Green, M	3844 Cottage Grove avenue	5501	3
Wright, V. E	9390 Ewing avenue	5103	8
Wright, Wm	1234 Jackson boulevard	3976	13
Wroblewski, Max	871 N. Robey street	48	28
Wronski, J	4759 Ada street	1145	29
Wronski, Stanley	108 Bunker street	5852	19
Wrzescz, A	441 Noble street	A-124	17
Wubbel, H. and Fraychinaud, Chas	469 N. Clark street	A-399	21
Wuestenfeld, W	146 Webster avenue	754	24
Wuethrich, John	576 Washburn avenue	1845	11
Wulff, A	1410 Roscoe street	4594	25
Wurster, Jos	128 Willow street	5935	24
Wurster, K. H	432 Roscoe street	6230	27
Wych, W	120 Front street	2389	17
Wyman, Jas. B	984 E. 63d street	2992	7
Wyschetzki, Paulina	3031 Keely street	2059	4
Yackshich, Save	1104 Clybourn avenue	6127	24
Yaffey, Tillie	2840 State street	5568	2
Yankant, A	947 33d street	1789	5
Yelich, M. S	5496 Lake avenue	155	7
"Ye Open Inn," John Demerest, Prop	275 La Salle street	A-2	1
Yost, E. C	311 Milwaukee avenue	5578	17
Young, Max	2958 Wallace street	534	4
Young, Otto	11 Peck court	F-7	1
Young, Thos	5958 Carpenter street	3050	31
Young, Thos	317 Illinois street	3360	21
Yuknis, Jos	8814 Houston avenue	A-719	8
Zabel, Aug	2066 Lincoln avenue	1585	26
Zabelka, Albert J	418 E. 25th street	55	4
Zabransky, Anton	1079 Blue Island avenue	5273	12
Zaczek, Anton	144 E. Fullerton avenue	5314	24
Zaher, E	1238 Troy street	4702	12
Zahner, F. R	853 N. Clark street	1345	23
Zahour, J	1052 Montrose boulevard	4947	25
Zajicek, Jos	1539 W. 22d street	4523	12
Zajicek, Josef	1618 W. 22d street	704	12
Zaleska, W	3157 S. Halsted street	2242	4
Zangrando, C	2300 State street	973	2
Zamorski, Leo	251 Wabansia avenue	516	16

Name.	Address.	License No.	Ward.
Zopf, Peter	413 29th street	1401	4
Zatorski, C	4512 S. Wood street	4743	29
Zavis, Frank	784 W. 18th street	1107	11
Zawlewicz, Frank	3432 Morgan street	A-288	5
Zdenek, Jas	56 25th street	1531	11
Zdrojewski, And	12 E. 89th street	A-392	8
Zeitler, John	872 W. 22d street	A-837	11
Zellman, Wm. and Verch, F	193 Wells street	539	22
Zeman, Mrs. Anna	508 W. 18th place	5275	10
Zeman, Anton	796 W. 26th street	5706	34
Zeman, Vac	661 S. Centre avenue	3955	10
Zemansky, H	328 S. Clark street	2953	1
Zembal, And	42 Will street	3300	17
Zemeck, John	621 S. Canal street	3157	9
Zerbst, Rich	5058 Western avenue	1420	29
Ziech, Wm	256 N. 48th avenue	2100	35
Ziegelmeier, G. and Reker, L	5124 Halsted street	2130	29
Ziegenhagen, Aug	1137 W. 12th street	398	20
Ziegenhagen, Chas	2470 Kensington avenue	3986	33
Ziegler, Henry	728 Fulton street	3230	14
Ziegler, Jacob	624 N. Wood street	5666	16
Ziegler, Leo., Jr	1618 W. North avenue	A-164	35
Zilene, Anna	629 Canal street	A-446	9
Zilis, Jos	1 W. 24th street	3965	12
Zilligen, Jos	2205 Archer avenue	5736	4
Zimay, M	227 N. Clark street	4385	21
Zimbroff, M	2515 W. 38th street	1396	5
Zimmerman, C	5002 S. Western avenue	1914	29
Zimmerman, F. H	81 Dearborn street	3107	1
Zimmerman, Jno	52 La Salle street	239	1
Zimmerman, Jac	1420 Wabash avenue	A-689	1
Zimmerman, Lena	198 Illinois street	479	21
Zimmerman, Thos	3044 Wentworth avenue	1525	2
Zimmerman, Wallace	174 E. Van Buren street	4822	1
Zingo, R	71 Ewing street	6003	19
Ziolkowski, Frank	486 N. Lincoln street	A-721	15
Ziolkowski, Frank	511 N. Hermitage avenue	4820	15
Ziolkowski, K. and Wisniewski, James	4435 Honore street	A-58	29
Zipf, John M	3859 Cottage Grove avenue	660	3
Zirngibl, M	4656 Ashland avenue	5168	29
Zirzow, Ferd	2339 N. Western avenue	2449	27
Zitek, R	991 W. 19th street	6229	12
Zitek, Wm	450 Jefferson street	5277	19
Zlotowski, Tony	749 W. 20th street	A-615	11
Zmuda, Jos	1060 W. 18th place	6249	12
Zobel, Telma	1787 W. Chicago avenue	1804	35
Zoeller, Mrs. Aug	369 S. Canal street	5163	19
Zogas, Chas	4600 Wentworth avenue	5134	30
Zonenblik, L	511 N. Ashland avenue	4588	15
Zotti, P. B	2373 Kensington avenue	4151	33

Name.	Address.	License No.	Ward.
Zpevacek, John	811 S. Ashland avenue	713	11
Zuber, M. H.	282 Western avenue	3507	24
Zuelow, L.	2531 Archer avenue	3994	4
Zustovich, Frank	77 90th street	5335	8
Zvetina, John	288 W. 12th street	5837	9
Zvetko, L.	4601 Marshfield avenue	135	29
Zvonar, S.	53 Elston avenue	3666	17
Zvonecek, Frank	739 W. 18th street	5993	11
Zwiefka, Al	554 Holt avenue	3941	16
Zych, Lucas	717 Holt avenue	A-213	16
Zyk, Julius	32 Emma street	1170	17
Zylvitis, John	881 W. 33d street	4637	5

The Board of Local Improvements submitted a list of assessment rolls filed in the County Court, October 19, 1906, which was

Placed on file.

ALSO,

A report and ordinance establishing the grade of sundry streets.

By unanimous consent, the ordinance was put upon its passage and passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bibl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald Kenna presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Louis Powell, No. 563 State street, to erect a barber pole at the edge of sidewalk in front of said premises, said barber pole to be constructed and erected in accordance with all rules and regulations of the Department of Public Works and to the satisfaction of the Commissioner of Public Works. The permission hereby granted to be revocable by the Mayor at any time at his discretion.

THIRD WARD.

Ald Foreman presented an order for an ordinance amending the Revised Code of 1905 exempting from the payment of a license fee all hospitals doing charitable work, which was

Referred to the Committee on Health Department.

Ald. Foreman presented the claim of Clara L. Chase, which was

Referred to the Committee on Finance.

Ald. Pringle presented an ordinance for taximeters on public passenger vehicles, which was

Referred to the Committee on License.

Ald. Pringle presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby di-

rected to issue a permit to allow the Chicago Credit Clothing Co. to erect and maintain an illuminated sign in front of 3845 State street, the same to be 3x7 feet and one foot in height, the same to be erected in accordance with the rules and regulations of the Department of Public Works, and said permit to be revocable at the will of the Mayor.

Ald. Pringle presented orders for paving certain alleys in the Third Ward, which were

Referred to the Board of Local Improvements.

FOURTH WARD.

Ald. Dailey presented the claim of J. J. Keefer, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the southwesterly side of Throop street, from 325 feet northwesterly of Lyman street to 407.2 feet northwesterly of Lyman street.

By unanimous consent, on motion of Ald. Dailey, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bibl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

FIFTH WARD.

Ald. McCormick presented the following order, which was, on motion, duly passed:

It Is Hereby Ordered, That the Corporation Counsel be and he hereby is instructed and directed to dismiss the condemnation suit for opening 38th place, from Wood street to Paulina street, and now pending in the Circuit Court of Cook County, entitled, City of Chicago *v.* Ada V. H. Wiltshire, et al., and appearing as No. 145947 of the docket of said court.

Ald. McCormick presented the claims of John Brown, Frank E. Mallon, Mrs. Kehoe and E. Deegin, which were

Referred to the Committtee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of Union avenue, from 33d street to 39th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of Union avenue, from 33d street to 39th street," passed May 1st, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed July 11th, 1906, Warrant 34373, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beil-

fuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

SEVENTH WARD.

Ald. Bennett presented an ordinance concerning the deposit of city funds in National and State banks; and an ordinance requiring the City Treasurer to make daily deposits of city funds and authorizing the City Comptroller to select an "active depositary" each month, which were

Referred to the Committee on Finance.

Ald. Bennett presented the following order and opinion from the Corporation Counsel:

OFFICE OF THE CORPORATION COUNSEL,
October 15, 1906.

Hon. Frank I. Bennett, Chairman Finance Committee:

DEAR SIR—On March 30, 1906, (see p. 3286) the City Council authorized and directed the City Electrician to enter into a contract with the Illinois Telegraph & Telephone Company without advertising, for the installation of certain cables. The contract was entered into presumably with this company, but upon the papers being presented for signature the name was changed by the contractor to Illinois Tunnel Company. It seems that the Illinois Telegraph & Telephone Company is no longer in existence and has been succeeded by the Illinois Tunnel Company. There is therefore, no actual change in parties, but inasmuch as the order as passed by the Council will not authorize the City Comptroller to make payments to the Illinois Tunnel Company, I have drawn an order for presentation to the Council to straighten this matter out.

Yours Respectfully,
LEON HORNSTEIN,
Assistant Corporation Counsel.

WHEREAS, On March 30, 1906, the City Council of the City of Chicago, authorized and directed the City Electrician to enter into a contract with the Illinois Telegraph & Telephone Company without advertising, for the installation of certain electric cables in the tunnels of said company; and

WHEREAS, At the time of the passage of the aforesaid order the said Illinois Telegraph & Telephone Company was no longer in existence and had been succeeded by the Illinois Tunnel Company; and,

WHEREAS, The said City Electrician has proceeded under the authority given him as aforesaid; therefore, be it

Ordered, That the said order passed on March 30, 1906, and appearing on page 3286 of the Council Proceedings of that date, be and the same is hereby amended by striking out the words "Illinois Telegraph & Telephone Company" and substituting therefor the words, "Illinois Tunnel Company."

Ald. Bennett moved to pass the order.

The motion prevailed, and the order was thereby passed.

Ald. Bennett presented the following order:

Ordered, That the City Electrician be and he is hereby authorized to enter into a contract with the Western Electric Company for two hundred (200) cast iron bases and two hundred (200) steel masts for electric light posts for enclosed series alternating arc lamps, to connect with underground circuits; for the sum of seventeen and fifty-hundredths dollars ($17.50) for each cast iron base and six and fifteen-hundredths dollars ($6.15) for each steel mast, making a

total of four thousand, seven hundred thirty dollars ($4,730.00).

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Health be and he is hereby authorized to purchase an automobile for use of the Department of Health, without advertising, for a sum not to exceed three thousand dollars ($3,000.00).

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to appoint an assistant water assessor, at a salary of not to exceed the rate of ten hundred eighty dollars ($1080.00) per year, in accordance with his request of October 12, 1906, attached hereto, and the Comptroller is ordered to pay the salary of said assistant water assessor from the appropriations for the Assessor's Division of the Bureau of Water.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to employ three additional mason inspectors for the balance of the year 1906, and charge their salaries against the appropriations for mason inspection, Bureau of Sewers, and the Comptroller is ordered to pay the same from said appropriation.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beil-

fuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works is hereby authorized and empowered to enter into a contract, without advertising, for the installation of an induced draft arrangement on the two south boilers in the Sixty-eighth Street Pumping Station, the cost of same not to exceed $1,300.00. The Comptroller is hereby authorized and directed to pay the same from the appropriation for smoke preventive devices as authorized in the annual appropriation bill for 1906.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to voucher warrants 65 and 15173 for five hundred sixty dollars ($560.00) each, being rental of space in City Hall for the year 1906, occupied by the Bureau of Water, and the Comptroller is ordered to pay the same from the water fund. This action is taken in accordance with the request of the Commissioner of Public Works, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to voucher against his appropriation for City Hall, bills of George Carpenter & Co., amounting to one hundred sixty-eight and fifty-eight one-hundredths dollars ($168.58), dated May 23, 1904, (in accordance with his request of October 3, attached hereto), and the Comptroller is authorized to pay the same upon proper vouchers signed by the Commissioner of Public Works and duly approved for payment.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever,

Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Fire Marshal be and he is hereby authorized to give to Charles Langsman, of 236 Warren avenue, a horse to replace one killed by the department on September 22, 1906, in front of 1231 Wabash avenue, value of said horse not to exceed one hundred twenty-five dollars ($125.00), all in accordance with the request of the Fire Marshal, dated October 19, 1906, and attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay bills for repair of property at 3901 Lake avenue, amounting to twenty-one hundred fifty-five and forty-three one-hundredths dollars ($2,155.43) from the water fund, said property belonging to the water fund. This action is taken in accordance with the request of the City Real Estate Agent, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay the assessment levied under special assessment warrant 33394 against Lot 9, in the south one-half of Block 5, in Goodwin, Belestier & Phillips' subdivision, being fourteen and sixty-one one-hundredths dollars ($14.61), and charge same to the Finance Committee Fund, appropriations 1906. This action is taken in accordance with the report of the Board of Local Improvements, and the City Engineer, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson,

Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase Lots 25 and 26, Block 5, Orvis' Sub. of N. E. ¼ of S. E. ¼, Section 7-38-14, being located at the northeast corner of West 53d street and Wood street, at a sum not to exceed eleven hundred dollars ($1100.00), and subject to general taxes levied for the year 1906. This action is taken in accordance with the recommendation of the City Real Estate Agent and the Fire Marshal, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase Lot 11, a Sub. of Block 17, Superior Court partition of the West ½ of the Northwest ¼, Section 4-38-14, for a sum not to exceed two thousand seventy-nine dollars ($2079.00), subject to taxes of 1906 and to special assessments for improvements not yet made, being situated on the west side of Wallace street north of alley north of West 43d street. This action is taken in accordance with the recommendations of His Honor the Mayor, City Comptroller and the Commissioner of Health, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase Lots 1 and 2, Block 7, John Walker's Sub. of S. E. ¼ of N. E. ¼, Section 17-38-14, for a sum of not to exceed twenty-nine hundred and twenty-five dollars ($2925.00), subject to taxes of 1906, in accordance with the recommendation of the City Real Estate Agent and the Fire Marshal, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson,

Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase Lots 34 and 35, C. H. Wells' Sub. of parts of Lots 10 and 15, School Trustees' Sub., Section 16-37-14, for a sum not to exceed four hundred fifty dollars ($450.00) for both lots, subject to general taxes for 1906 and special assessments for improvements not yet made. This action is taken in accordance with the recommendation of the Commissioner of Public Works, City Engineer and City Real Estate Agent, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow a bill of extras not to exceed $9.50 (nine and 50-100 dollars) as per estimate of Thos. Conlin Plumbing and Heating Co., for extra work necessary to make alterations on the plans for the Hudson Avenue Police Station as per instructions of the Chief of Police.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow a bill of extras not to exceed one hundred thirty-two and 00-100 dollars ($132.00) as per estimate of The McEwen Building and Manufacturing Co., for extra work necessary in making alterations on the plans for the police station at 131-133 Hudson avenue, according to instructions of the Chief of Police.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow a bill of extras not to exceed $26.00 (twenty-six and 00-100 dollars) as per estimate of Thomas and Smith, for extra work necessary to make alterations on the plans for the police station at 131-133 Hudson avenue, Chicago, Ill., according to instructions of the Chief of Police.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following orders, which were, on motion, duly passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriations for the Fire Department:

From Fund R "Hose and Couplings" for purchase of a site at the northeast corner of West 53d street and Wood street, the sum of $1,100.00

From Fund S, "Repairs and Renewals, Other" for the purchase of a site for engine house at the southwest corner of West 58th and Green streets, the sum of 2,925.00

This action is taken in accordance with the request of the Fire Marshal, attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers, in accordance with the request of the Commissioner of Public Works, attached hereto, in appropriations for City Hall:

From account 10 A 2, Piping, Steam Heating Apparatus etc.....	$500.00
From account 10 A 3, Painting, Calcimining and redecorating offices.....	800.00
From account 10 A 4, Repairing and Installing Vaults	1,300.00
From account 10 B 1, Operation, Salaries Complaint Bureau.....	800.00
From account 10 Ex. 20, Water Supply Tanks....	1,000.00
To account 10 A 1, Repairs and Renewals....	$4,400.00

Ald. Bennett presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and are hereby instructed to have the city contractor building cement sidewalks on the east side of Jackson Park avenue, between 73d and 74th streets, do the necessary extra concrete work around the Jackson Park Avenue Pumping Station, the cost of same to be paid out of the Renewal and Repair Fund of said station.

Ald. Bennett presented the claims of Margaret Bickley, Eagle Brewing Co., Teresa O'Leary, B. Quinn, Joseph Seitz, and F. A. Hill & Co., which were

Referred to the Committee on Finance.

Ald. Bennett moved that the claim of Daniel J. Gillis, placed on file March 26, 1906, be taken from file and re-referred to the Finance Committee.

The motion prevailed.

Ald. Snow presented the following ordinance:

WHEREAS, On June 5, 1905, the City Council passed an ordinance granting permission to George K. Edwards to lay down, construct, maintain and operate a single railroad switch track in, along, over, across and upon Harbor avenue at its intersection with Green Bay avenue; and

WHEREAS, Said ordinance was never accepted by said Geeorge K. Edwards and compensation as provided therein never paid; therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an ordinance passed June 5th, 1905, and published on page 487 of Council Proceedings of that date, granting permission to George K. Edwards to lay down, construct, maintain and operate a single railroad switch track in, along, over, across and upon Harbor avenue at its intersection with Green Bay avenue be and the same is hereby repealed.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

WHEREAS, On February 5th, 1906, the City Council passed an ordinance granting permission to A. B. Mulvey, his heirs and assigns, to lay down and maintain one steel pipe not to exceed three inches in diameter and to maintain and operate therein two electric wires for electric lighting purposes underneath and across Michigan avenue, Wabash avenue, and all north and south alleys between Wabash avenue and Indiana avenue; and

WHEREAS, Said ordinance was never accepted by said A. B. Mulvey and compensation as provided therein never paid; therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an ordinance passed February 5th, 1906, and published on page 2460 of the Council Proceedings of that date granting permission to A. B. Mulvey, his heirs and assigns, to lay down and maintain one steel pipe not to exceed three inches in diameter and to maintain and operate therein two electric wires for electric lighting purposes, underneath and across Michigan avenue and Wabash avenue and all north and south alleys between Wabash avenue and Indiana avenue, be and the same is hereby repealed.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston,

Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented a petition for a change in the running time of street cars on 75th street during the "rush" hours, and for an extension of the line, which was

Referred to the Committee on Local Transportation.

Ald. Moynihan presented an ordinance in favor of S. Lederer Co. for a coal vault in the public alley in rear of the building at the southeast corner of Commercial avenue and 91st street; and an ordinance vacating and dedicating certain alleys in Taylor's Second Addition to South Chicago, which were

Referred to the Committee on Streets and Alleys, South Division.

Ald. Moynihan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water supply pipe laid in 80th place, from Commercial avenue eastward as far as the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Moynihan moved that the claim of Charles W. Fahlbush for refund of fine, placed on file February 26, 1906, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

Ald. Derpa presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect gasoline lamps, one at the corner of 82d street and Central avenue; one in middle of block on Central avenue between 81st and 82d streets, and four lamps on Euclid avenue between 73d street and 75th street.

Ordered, That the City Electrician be and he is hereby directed to erect electric lights, one at the corner of 82d and Houston avenue and one at the corner of 83d street and Houston avenue.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a sewer in Marquette avenue, from 76th street to 79th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a sewer in Marquette avenue, from 76th street to 79th street," passed December 18, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed July 11, 1906, Wt. 34401, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to furnish the City Council a list of all the streets and alleys in the Tenth Ward where railroad or switch tracks are laid and also by what right the streets and alleys are used by railroad companies or other persons.

ELEVENTH WARD.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

Ordered, That the Committee on Local Transportation forthwith report to this Council the reason for its non-compliance with the provisions of the order passed by this Council September 24th 1906, and published on page 1299 of the current Council Proceedings relating to deadening the noise on the roadbed of the Northwestern Elevated Railroad Company.

Ald. Hoffman presented the following order, which was, on motion, duly passed:

Ordered, That the Corporation Counsel be and he is hereby directed to furnish this Council with an opinion as to the right of the city to levy special assessments against abutting property for improvements of street intersections.

Ald. Hoffman presented the claim of Frank Pizinger, which was

Referred to the Committee on Finance.

TWELFTH WARD.

Ald. Zimmer presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby directed not to let a contract for plank sidewalk on West 21st place, Blue Island avenue to Western avenue, until the street is paved.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of South Kekzie avenue, from West 12th street to Douglas Park boulevard.

By unanimous consent, on motion of Ald. Zimmer, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on both sides of South Troy street, from Ogden avenue to West 19th street.

By unanimous consent, on motion of Ald. Uhlir, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Riley presented an ordinance amending Sections 730 and 731 of the Revised Code of 1905, which was

Referred to the Committee on Building Department.

Ald. Riley presented the claim of B. McMahon, which was

Referred to the Committee on Finance.

Ald. Riley presented an order for paving Troy street, between Fillmore and Twelfth streets, which was

Referred to the Board of Local Improvements.

Ald. Considine presented the claims of Patrick McLaughlin, D. J. Hubbard, W. A. Amberg, H. F. Shaefer, J. A. Brophy, Andrew J. Graham and Graham Bros., which were

Referred to the Committee on Finance.

Ald. Considine presented an order for paving the alley between Wilcox and Campbell avenues and Adams and Rockwell streets, which was

Referred to the Board of Local Improvements.

FOURTEENTH WARD.

Ald. Maypole presented the claim of M. H. Palmer, which was

Referred to the Committee on Finance.

Ald. Maypole presented an order for paving Albany avenue, between Lake and Walnut streets, which was

Referred to the Board of Local Improvements.

FIFTEENTH WARD.

Ald. Beilfuss presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to place under ground all wires in West Division street, from Milwaukee to California avenue, and complete all underground work in said street, as soon as possible, as said street will be paved early in the year 1907, and also to place all trolley poles inside curb so they won't stop up the gutters (as per communication attached.)

Ald. Beilfuss and Smith and the aldermen of the Sixteenth and Twenty-eighth Wards presented the following order, which was, on motion, duly passed:

Ordered, That the Superintendent of Transportation be and he is hereby directed to take the necessary steps towards re-routing the cars on West North avenue (Milwaukee avenue westward) providing for a through route from center of city to 48th and North avenues.

Ald. Beilfuss presented the claim of John Suwalski, which was

Referred to the Committee on Finance.

Ald. Beilfuss moved that the claim of Walter Brothers, for laying sewer stub, placed on file October 23, 1905, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

SIXTEENTH WARD.

Ald. Nowicki presented a petition and ordinance amending Sections 717 and 718 of the Revised Code of 1905 concerning the storage of oils, which was

Referred to the Committee on Judiciary.

Ald. Scherman presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to build a catch basin in North Robey street, in front of house of Fire Engine Company No. 35.

SEVENTEENTH WARD.

Ald. Sitts presented the following or-

der, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Michel & Pitzele to hang wooden sign in front of building 304-306-308 Grand avenue; said sign to be 11 feet 6 inches long by 3 feet 8 inches wide. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of West Division street, from Milwaukee avenue to the north branch of the Chicago river.

By unanimous consent, on motion of Ald. Sitts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

EIGHTEENTH WARD.

Ald. Brennan presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to report to this Council at its next meeting by what authority the Pennsylvania Railroad Company laid down tracks in the alley between Clinton street, Jefferson street, Fulton street and Carroll avenue.

Ordered, That the Corporation Counsel be and he is hereby directed to take immediate steps to dissolve the injunction secured by the Pennsylvania Railroad Company restraining the City of Chicago from tearing down their freight depot at Halsted and Kinzie streets, in accordance with order passed by the City Council September 24, 1906.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the east side of South Centre avenue, from West Madison street to Jackson boulevard.

By unanimous consent, on motion of Ald. Conlon, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Powers presented the claims of John Barrett and William Laveny, which were

Referred to the Committee on Finance.

Ald. Bowler presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Emilia Scag-

lione to erect and maintain a barber pole in front of 194 West Van Buren street. Said pole to be erected in accordance with the rules and regulations of the Department of Public Works and said permit to be subject to revocation by the Mayor at any time in his discretion.

Ald. Bowler presented the claims of Patrick Hartnet and Daniel O'Shea, which were

Referred to the Committee on Finance.

TWENTIETH WARD.

Ald. Stewart presented an order for paving the alley between Laflin, Loomis, Monroe and Adams streets, which was

Referred to the Board of Local Improvements.

Ald. Finn presented an ordinance for the stopping of street cars approaching fire engine houses, which was

Referred to the Committee on Local Transportation.

Ald. Finn presented an order for paving with brick all the alleys in the block bounded by Jackson boulevard, Van Buren street, Paulina street and Marshfield avenue, which was

Referred to the Board of Local Improvements.

TWENTY-FIRST WARD.

Ald. Reese presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Buildings be and he is hereby directed and authorized to discontinue making up estimates for the water rates for water used in the erection of new buildings or in alterations in buildings, and that the Commissioner of Public Works be and he is hereby directed and authorized to direct the Superintendent of the Bureau of Water to make up all estimates for the use of water in the future.

TWENTY-SECOND WARD.

Ald. Sullivan presented an ordinance amending Sections 2403 and 2417 of the Revised Code of 1905 concerning meters or sprinkling wagons, which was

Referred to the Committee on Water Department.

Ald. Sullivan presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place an electric arc light in front of the Eli Bates House at 80 Elm street.

Ald. Sullivan presented the following order, which was, on motion, duly passed:

WHEREAS, The business of cooking brewery refuse conducted by John C. Hattendorf at Nos. 14 and 16 Hawthorne avenue is a menace to the health and enjoyment of the residents in the neighborhood of said establishment on account of the offensive odors emitted, and

WHEREAS, The attention of the Department of Health has been repeatedly called to said nuisance by the Aldermen of the ward and by the residents in the district surrounding said business without securing any relief; therefore, be it

Ordered, That the Commissioner of Health be and he is hereby directed to at once take the necessary steps to abate the nuisance complained of, or report to this Council at its next meeting his reasons for not having done so.

Ald. Sullivan presented the claims of Michael Burke and John A. Larson, which were

Referred to the Committe on Finance.

Ald. Dougherty presented an ordinance extending an ordinance in favor of Albert H. Veeder for a switch track, passed January 14, 1889, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Dougherty presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Im-

provements be and they are hereby instructed to have the City Contractor constructing cement sidewalks on East Chicago avenue do all necessary extra concrete work in front of fire engine house located at 36 and 38 East Chicago avenue, the cost of same over and above the amount available in the special assessment levied against said property for sidewalk purposes to be charged up to the Fire Department Repair Fund.

TWENTY-THIRD WARD.

Ald. Werno presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to George Funk to place and maintain a water trough at the southwest corner of Willow and Bissell streets, and connect the same with the water supply pipe in Willow street, in accordance with all rules and regulations of the Department of Public Works. Said trough shall be equipped with an automatic shut-off to prevent waste of water, and the said George Funk shall pay to the city as compensation for the water used such amounts as may be fixed by the Commissioner of Public Works. The privileges hereby granted may be revoked by the Mayor at any time in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to R. H. Luth to string a banner across street at 237 East North avenue, Chicago, for a period of two weeks. Said banner to be strung in accordance with the rules and regulations of the Department of Public Works, and said permit to be subject to revocation by the Mayor at any time in his discretion.

TWENTY-FOURTH WARD.

Ald. Hahne presented an order and petition for narrowing Lewis street, between Belden and Clybourn avenues, and an order for a cement sidewalk on the east side of Dominick street, which were

Referred to the Board of Local Improvements.

Ald. Krumholz and Hahne presented an order and petition for public bath in the Twenty-fourth Ward, which was

Referred to the Committee on Finance.

Ald. Krumholz presented the claim of William Hahne, which was

Referred to the Committee on Finance.

TWENTY-FIFTH WARD.

Ald. Williston presented the claim of Paul Pearson, which was

Referred to the Committee on Finance.

Ald. Dunn presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to inspect all paved streets in the Twenty-fifth Ward, and cause repairs to be made where pavement has been opened by city, gas or telephone companies; also give instructions that this work must be done in a manner to make pavement equally as good and substantial as original and all parties complete their work before cold weather.

Ald. Dunn presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The City Council on March 5th, 1906, passed an ordinance raising the license charge for saloons to $1,000.00 per year, thereby adding $3,676.500 to the revenue of the city, which amount it was understood by the City Council and by the public would be used mainly for the purpose of putting our police force in a condition to combat the excess of crime in our city, by adding at least 1,250 men to the force; and

WHEREAS, Over seven months have passed since the passage of the ordinance

and the police force has been increased by the addition of only 477 men, although the season has arrived when the need of a large and efficient police force is a positive necessity; therefore, be it

Resolved, That it is the sense of this Council that the proper authorities shall immediately place in service 750 more active and energetic policemen and a vigorous campaign waged for the driving of loafers, thugs and hold-up men from the city.

Ald. Dunn presented the claim of J. L. Flannery, which was

Referred to the Committee on Finance.

Ald. Dunn presented an order for sidewalk on the west side of Perry street, between Devon and North Shore avenues, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with brick North Clark street, from Devon avenue to Howard street.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to remove all wires and poles from Montrose boulevard, Wilson avenue, and Leland avenue, from Clark street to E. Ravenswood Park, as said streets are about to be paved.

Ald. Lipps presented the claim of N. J. Olsen, which was

Referred to the Committee on Finance.

Ald. Lipps presented an order and petition for paving a system of streets in the Twenty-sixth Ward, which was

Referred to the Board of Local Improvements.

Ald. Lipps moved that the claim of F. H. Prince for compensation for personal injuries, placed on file October 30, 1905, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

Ald. Reinberg presented an ordinance amending Section 655 of the Revised Code of 1905 concerning the maintenance of lumber yards near buildings, which was

Referred to the Committee on Building Department.

Ald. Reinberg presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to E. F. Rennacker to establish thirty-foot roadbed and for paving same with macadam and combination curbing, the following named streets: Winchester avenue, from Argyle street to Lawrence avenue; Lincoln street, from Argyle street to Lawrence avenue; Ainslie street, from Robey street to Lincoln street, said work to be done to the satisfaction of the Commissioner of Public Works; provided, however, that before said permit is issued the said E. F. Rennacker shall enter into a bond in the sum of ten thousand dollars ($10,000), to be approved by the said Commissioner of

Public Works, to indemnify the City of Chicago against all loss or damage by reason of the granting of said permit.

Ald. Reinberg presented the claims of Peter Reinberg and John Weireter, which were

Referred to the Committee on Finance.

Ald. Reinberg presented an order and petition for paving certain streets in the Twenty-sixth Ward, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of Irving Park boulevard, from North Oakley avenue to North Western avenue.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented a petition for a change in the fire limits in a certain part of the Twenty-seventh Ward, which was

Referred to the Committee on Building Department.

Ald. Siewert presented an order for the licensing of ice skating rinks, which was

Referred to the Committee on License.

Ald. Siewert presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water supply pipe laid in Cortland street, from Kimbell avenue eastward about 150 feet in south side of street; provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Siewert presented the claim of B. Bergersen, which was

Referred to the Committee on Finance.

Ald. Siewert presented an order for paving Fairfield avenue between Diversey avenue and the right of way of the Chicago and Northwestern Railroad, which was

Referred to the Board of Local Improvements.

Ald. Blase presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby instructed to have the City Comptroetao structed to have the city contractor building cement sidewalks on Central Park avenue and on Elbridge avenue do all necessary extra concrete work around the fire engine house at the northeast corner of Central Park and Elbridge avenues, the cost of same over and above the amount available in the special assessment levied against said property for sidewalk purposes to be charged up to the Fire Department Repair Fund.

Ald. Blase presented the claims of Goldman Manufacturing Co., O. Praig, and Charles Spoor, which were

Referred to the Committee on Finance.

Ald. Blase presented orders for six-foot cinder walks on the south side of Belmont avenue, between Milwaukee and North 48th avenues, and on the east side

of North 48th avenue, between Elston and Wrightwood avenues, and an order for changing the sidewalk line on the north side of Diversey avenue, from Elston avenue to first alley west thereof, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of Milwaukee avenue, from North 48th avenue to the Chicago, Milwaukee and St. Paul Railway (Milwaukee Division).

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Larson and Herlihy presented an order for paving Fullerton avenue, from Robey street to Milwaukee avenue, which was

Referred to the Board of Local Improvements.

Ald. Herlihy presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to install a four-inch service pipe without meter on the east side of Maplewood avenue, 53 feet south of Humboldt boulevard for organ of St. John Berchman's Roman Catholic Church; also a one-inch water service pipe on the east side of Maplewood avenue 100 feet south of Humboldt boulevard for household purposes for St. John Berchman's Roman Catholic Church.

TWENTY-NINTH WARD.

Ald. Wendling presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place gasoline lamps on 39th place, from Kedzie avenue to San Francisco avenue.

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water supply pipe laid in Troy street, from 44th street to 46th street; provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald Wendling presented the claim of Frank Schwartz, which was

Referred to the Committee on Finance.

Ald. Wendling presented an order for a sewer in Marshfield avenue, between West 43d and West 44th streets, which was

Referred to the Board of Local Improvements.

THIRTIETH WARD.

Ald. Burns presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place an electric arc light at the corner of 43d street and Shields avenue.

Ald. Burns presented the claim of Patrick Houlahan, which was

Referred to the Committee on Finance.

Ald. Bradley presented the claim of Edward Meers, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the west side of Wallace street, from West 51st street to West Garfield boulevard.

By unanimous consent, on motion of Ald. Burns, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

THIRTY-FIRST WARD.

Ald. O'Connell presented the claims of Elof Nelson and P. J. O'Hare, which were

Referred to the Committee on Finance.

THIRTY-SECOND WARD.

Ald. Fisher presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place gasoline street lamps at the intersections of West 88th and Paulina streets, West 88th and Wood streets, and West 89th street and Hermitage avenue.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the north side of West 87th street, from Parnell avenue to the easterly line of the right of way of the Chicago, Rock Island and Pacific Railroad.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on the west side of State street, from West 71st street to West 73d street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a sewer in South Wood street, from West 100th place to West 101st street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a sewer in South Wood street, from West 100th place to West 101st street," passed July 2, 1906, be and the same is hereby repealed, and that the assessment made under the procisions of said ordinance, Docket No. 31241 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Bihl presented an order and petition for a water supply pipe in 104th place, between Wentworth and Stewart avenues, which was

Referred to the Board of Local Improvements.

THIRTY-FOURTH WARD.

Ald. Kohout presented the claims of Martin Cunningham, Charles F. Bellair, and William Hoyne, and a petition from the Assistant Engineers of the pumping stations for an increase in salary, which were

Referred to the Committee on Finance.

Ald. Nolan presented the claim of Michael Loftus, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the south side of West Madison street, from 25.6 feet east of the right of way of the Belt Railway of Chicago to 50.6 feet east of the right of way of the Belt Railway of Chicago.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on both sides of West 12th place, from South Homan avenue to South Central Park avenue.

By unanimous consent, on motion of Ald. Nolan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Hunter presented an ordinance in favor of T. J. Peterson Co. for an elevated switch track, which was

Referred to the Committee on Compensation.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Frank O'Donnell, for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Board of Local Improvements be and it is hereby authorized to issue a voucher in favor of Frank O'Donnell for fifteen days' time lost on account of illness, in accordance with its recommendation of October 19, 1906, attached hereto, and the Comptroller is ordered to pay the same from the appropriations for the Board of Local Improvements.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of William Cummings, for a rebate on pool table license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Collector be and he is hereby authorized to allow to William Cummings the sum of fifteen and eighty-three one-hundredths dollars ($15.93) upon payment for billiard and pool table license for the current term, being the amount overpaid on last period license.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Anna Matuszewska, for injuries to daughter, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay to Anna Matuszewska the sum of thirty-nine dollars ($39.00) same to be in full of all claims for injuries to her daughter

caused by being shot September 15th, 1906, by policeman of the Thirty-third Precinct while firing at fleeing criminal, and charge same to the Finance Committee Fund.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claims of Zac Zimmerman for refund of saloon license and Joseph Stodola, for refund of duplicate amusement license, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Zac Zimmerman the sum of three hundred twenty and sixty-five one-hundredths dollars ($320.65), same being for unused portion of saloon license No. 157, first period 1906, and charge same to the Finance Committee Fund, appropriations 1906.

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Joseph Stodola the sum of twenty-five dollars ($25.00), same being refund of amount paid for amusement license No. 357, two licenses having been taken out through error, and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken upon the report and recommendation of the City Collector, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Charles W. Bennett, for salary, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Charles W. Bennett in the sum of thirty-five and seven one-hundredths dollars ($35.07), same being for wages deducted on account of absence from duty at the Central Park Avenue Pumping Station, and the Comptroller is ordered to pay the same from appropriations for pumping stations. This action is taken in accordance with the report of the City Engineer attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Hugh Doran for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of Hugh Doran in the sum of one hundred twelve and fifty one-hundredths dollars ($112.50), same being for time deducted on account of suspension of said Hugh Doran from his position, and the Comptroller is

ordered to pay the same from the appropriation for the Harrison Street Pumping Station. This action is taken in accordance with the recommendation of the Commissioner of Public Works and City Engineer attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Josephine Lane for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Josephine Lane in the sum of three hundred seventy-five dollars, same being for wages deducted on account of illness of said Josephine Lane, during May, June, July, August and September, 1906, and the Comptroller is ordered to pay the same from the appropriation for the Bureau of Sewers.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred sundry bills of Health Department, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Health be and he is hereby authorized to voucher the following bills against the appropriations heretofore made for his department, and the Comptroller is ordered to pay the same when properly vouchered and approved by the department (providing same have not been heretofore paid):

P. J. Murray, expense incurred in entertaining visiting city officials	$ 19.00
Chicago Building & Repair Co., for extras on work done at Isolation Hospital	325.50
P. McGarry & Son, for extras in resetting boilers at Isolation Hospital	394.42
Cameron-Amberg & Co., for printing department's report for years 1904-5	3,436.50

This action is taken in accordance with the recommendation of the Commissioner of Health, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claims of S. Foster & Co., Edward E. Vail, George A. Marshall, Madlung & Eidmann, Mary Hutchins, Joseph Kenney & Sons and Peter Bartzen, for rebate of water taxes, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following named persons in the amount set opposite their names,

same to be in full of all claims for rebate of water taxes paid on the properties named, and the Comptroller is ordered to pay the same:

S Foster & Co., 12-16 N. Ann St..$51.30
Edward E. Vail, 7334 Yale Ave... 23.00
George A. Marshall 320 Washington Blvd..... 12.92
Madlung & Eidmann, 7012 S. Carpenter St. 2.50
Madlung & Eidmann, 7014 S. Carpenter St. 2.50
Madlung & Eidmann, 7018 S. Carpenter St. 2.50
Madlung & Eidmann, 7731 S. Halsted St. 4.12
Mary Hutchins, 4548 Princeton Av. 11.00
Joseph Kenny & Sons 923 Blue Island Av. 42.10
Peter Bartzen, 109-111 Lawrence Av. 20 00

This action is taken in accordance with the several recommendations of a sub-committee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Mrs. Tenney and F. E. Krause, for repairs to sewer, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of Mrs. Tenney and F. E. Krause in the sum of twenty and seventy-five one-hundredths dollars ($20.75), same to be in full of all claims for repairs to sewer at 991 South Trumbull avenue, and the Comptroller is ordered to pay the same from the appropriation for repairs to sewers. This action is taken in accordance with the recommendations of the Comissioner of Public Works and the Superintendent of the Bureau of Sewers, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Charles J. Vopicka for decrease of water tax, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to decrease the water tax assessed against 718 South Halsted street in the sum of twenty and twenty-five one-hundredths dollars ($20.25), on account of leakage, provided the balance of unpaid water tax assessed upon 718 South Halsted street is paid at once. This action is taken in accordance with the recommendation of a sub-committee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to wham

was referred petition of P. H. Rapp for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Special Park Commission be and it is hereby authorized to issue a voucher in the sum of twenty dollars ($20), in favor of P. H. Rapp for wages withheld from June 20th to June 26th, and the Comptroller is ordered to pay the same from appropriations for Small Park Commission. This action is taken in accordance with the recommendation of the Chairman of the Special Park Commission, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred an order directing the issuance of a permit to James W. Hedenberg for paving certain streets, submitted a report recommending that the order be referred to the Board of Local Improvements.

Ald. Bennett moved to concur in the report.

The motion prevailed.

ALSO,

The same committee, to whom were referred the claims of Zero Marx for rebate and S. Eichberg for decrease of water taxes (adverse recommendation of a subcommittee attached); Cornelius F. Kinnally for track elevation damages (adverse recommendation of Corporation Counsel attached); Pierce Moakley for wages (adverse recommendation of the Commissioner of Public Works attached); and Peter Kipley, agent, damages account of burst water main (adverse recommendation of the Corporation Counsel attached), submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LICENSE

The Committee on License submitted the following report:

CHICAGO, October 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on License, to whom was referred an ordinance creating a prohibition district in district bounded by Lake Shore Drive, Cedar street, State street, Maple street, Dearborn avenue, Oak street and Rush street, having had the same under advisement, beg leave to report and recommend that the ordinance be passed.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license shall be issued for the keeping of a dram shop at any place within the territory bounded by a line described as follows, to-wit;

Beginning at the intersection of the center line of Oak street with the center line of Lake Shore Drive, running thence along the center line of the said Lake Shore Drive to its intersection with the center line of Cedar street; thence along the center line of Cedar street to its intersection with North State street; thence south along the center line of North State street to its intersection with the center line of Maple street; thence along the center line of Maple street to its intersection with the center line of Dearborn avenue; thence along the center line of Dearborn avenue to its intersection with the center line of Oak street; thence along the center line of Oak street to its intersection with the center line of Rush street; thence along the center line of Rush street to a point directly opposite the northwest corner of Lot three (3), in Collins' Subdivision of the south half (½), of Block seven (7), in the Canal Trustees' Subdivision of the south fractional quarter of Section three (3), Township thirty-nine (39) North, Range fourteen (14), East of the Third Principal Meridian; thence

east in a direct line to the center line of the private alley in said Collins' Subdivision; thence north along the center line of said private alley to the center line of the east and west alley in said Block seven (7); thence east along the center line of said alley to a point directly north of the northeast corner of Lot fifteen (15), in said Collins' Subdivision; thence south to the center line of said Oak street; thence east along the center line of said Oak street to the place of beginning.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

W. P. DUNN,
Chairman.

Ald. Dunn moved that the report be deferred and published and made a special order of business for the next regular meeting of the Council at 8:30 o'clock P. M.

The motion prevailed.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, October 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on License, to whom was referred a petition for a prohibition district in territory bounded by Waveland, Hamlin avenue, Cornelia avenue, North 40th and Addison avenue, having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license shall be issued for the keeping of a dramshop at any place within the territory bounded by a line described as follows, to-wit:

Starting at the intersection of the middle of Waveland avenue with 40th avenue and running thence east to the center of Hamlin avenue; thence south to the center of Cornelia avenue; thence west to the center of 41st avenue; thence north to Addison avenue; thence east to 40th avenue; thence north to the point of beginning, situated in the City of Chicago, adjoining the Irving Park Prohibition district.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

W. P. DUNN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, October 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on License, to whom was referred an ordinance creating a prohibition district in district bounded by 75th street, 125 feet east of Centre avenue, 79th street and 125 feet west of Halsted street, having had the same under advisement, beg leave to report and recommend that the same be passed.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license shall be issued for the keeping of a dram shop at any place within the territory bounded by a line described as follows:

Beginning at the center of West 75th street, at a point one hundred and twenty-five (125) feet west of the west line of South Halsted street, and running thence westward along the center line of the said West 75th street to a point one hundred and twenty-five feet (125) feet east of the east line of South Centre avenue; thence due southward to the center line of West 79th street at a point one hundred and twenty-five (125) feet

east of the east line of the said South Centre avenue; thence eastward along the center line of the said West 79th street to a point one hundred and twenty-five (125) feet west of the west line of South Halsted street; thence due northward to the place of beginning.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

W. P. DUNN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, October 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on License, to whom was referred a petition for a prohibition district in territory bounded by East Montrose boulevard, Chicago, Milwaukee and St. Paul Railway tracks, Irving Park boulevard, West 56th avenue, North Leland avenue, etc., having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license shall be issued for the keeping of a dramshop at any place within the territory bounded by a line described as follows:

Commencing at a point in the center of West Montrose avenue at the west line of the Chicago, Milwaukee and St. Paul Railway Company right of way; thence west along said center line of said West Montrose avenue to a point 200 feet east of the center line of North 48th avenue; thence south parallel with and 200 feet east of the center line of said North 48th avenue, to a point 300 feet north of the center line of Irving Park boulevard; thence west parallel with and 300 feet north of said center line of said Irving Park boulevard to the center line of North 51st avenue; thence south along the center line of said North 51st avenue to the center line of said Irving Park boulevard; thence west along the said center line of Irving Park boulevard to the center line of North 56th avenue; thence north along the said center line of North 56th avenue to the center line of West Leland avenue; thence east along the said center line of said West Leland avenue to the center of Milwaukee avenue; thence directly east therefrom to the south line of the Chicago and Northwestern Railway Company right of way; thence southeasterly along said south line of said Chicago and North Western Railway Company right of way to the west line of Chicago, Milwaukee and St. Paul Railway Company right of way, aforesaid; thence southeasterly along the west line of said Chicago, Milwaukee and St. Paul Railway Company right of way to the place of beginning.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

W. P. DUNN,
Chairman.

ALSO,

The same committee, to whom was referred a protest against the establishment of a prohibition district in the territory bounded by Lake Shore Drive, Dearborn avenue, Oak street, and Maple and Cedar streets, submitted a report recommending that the same be placed on file.

Ald. Dunn moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following

report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, October 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting permission to the Chicago Wood and Coal Co. to lay down and operate switch track, having had the same under advisement, beg leave to report and recommend that the ordinance be passed with compensation as fixed by the Committee on Compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they hereby are granted to the Chicago Wood & Coal Co., its successors and assigns, to lay down, construct, maintain and operate a single railroad switch track from a connection with the existing track or the Chicago, Milwaukee and St. Paul Railroad Company, in Hawthorne street, at a point approximately 60 feet south of Division street, and shown and located on the plat hereto attached by the letter "A," thence in a southwesterly direction on a uniform curve along and across the west line of said Hawthorne street at a point approximately 150 feet south of Division street and indicated and located upon the said plat by the letter "B."

The permission hereby granted shall be and continue for and during the period of ten years from and after the passage of this ordinance. The location of said proposed switch track is more particularly shown in yellow lines upon the blue print hereto attached and made a part hereof.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said street as is occupied by said switch track in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said street occupied by said switch track to a condition safe for public travel, similar to the remaining portions of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force, relating to the use and operating of switch tracks, and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said grantee shall pay to the City of Chicago the sum of seventy-five ($75.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its assigns fails to promptly pay any installment of said compensation.

SECTION 6. The permission and au-

thority herein granted are upon the express condition that said grantee, will within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago, a bond in the penal sum of ten thousand ($10,000.00) dollars with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless, the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within thirty (30) days from the date of its passage the said Chicago Wood & Coal Co., its successors and assigns, shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance, and a bond as herein provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance granting permission to Spaulding & Merrick to lay down and maintain an electric wire under Michigan street, submitted a report recommending that the same be placed on file.

Ald. Sullivan moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting Ford & Johnson permission to maintain bulkhead, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and are hereby granted to the Ford and Johnson Company to build and maintain a platform, or bulkhead, in the alley in the rear of the premises 1433, 1435 and 1437 Wabash avenue; said platform, or bulkhead, shall not be elevated more than four feet above the surface of the alley, shall not be more than fifty feet in length nor more than four feet three inches in width. Said platform, or bulkhead, shall be constructed according to the plans approved by the Commissioner of Public Works of the City of Chicago and in a safe and workmanlike manner under the supervision and to the satisfaction of the said Commissioner. Said platform, or bulkhead, shall not be changed in any manner without a permit from the said Commissioner.

SECTION 2. The permission and authority herein given shall cease and determine ten years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted, whether by its own limitations or by the action of the Mayor, said grantee, its successors or assigns,

shall immediately remove said platform, or bulkhead, and restore the alley to its proper level and a good condition, satisfactory to the Commissioner of Public Works, and all the expense thereof shall be borne by the grantee herein, its successors or assigns.

SECTION 4. Said grantee shall pay to the City of Chicago, as compensation for the privilege herein granted, the sum of thirty-one and 88-100 ($31.88) dollars per annum during the time said platform, or bulkhead, shall be maintained, the first payment to be made when this ordinance is accepted and a similar payment to be made annually thereafter.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of $10,000, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago, from any and all liability, damage or expense of any kind whatsoever, which may be suffered by the said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done in or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at at any time during the life of this ordinance such bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and the filing of an acceptance in writing, of this ordinance by said grantee and the filing of the bond herein provided for.

ERNEST BIHL,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, October 18, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an order in favor of Tom Chamales, to erect four lamp posts, having had the same under advisement, beg leave to report and recommend that the order do pass.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Tom Chamales to erect and maintain four electric light lamp posts in front of building at Nos. 363, 365 and 367 Wabash avenue in accordance with plans hereto attached.

ERNEST BIHL,
Chairman.

ALSO,

The same Committee to whom was referred an ordinance in favor of Chas. Stavropoulos for a stairway opening, an ordinance in favor of The Fair for a moving stairway; and an order to rent a strip of land to J. Kohlhof & Son, submitted reports recommending that the same be placed on file.

Ald. Bihl moved to concur in the reports.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of

Ald. Hunter, deferred and ordered published:

CHICAGO, October 22, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance vacating part of South Troy street and alleys in Couch's Subdivision, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, without compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of South Troy street bounded on the south by the north line of West Van Buren street, on the east by the west line of Lot 7 of James Couch's Subdivision of north one-half (N. ½), south one-half (S. ½), northwest one-quarter (N. W. ¼), Section 13, 39, 13; on the north by the south line of Jackson boulevard, and on the west by the east line of Lot 8, James Couch's Subdivision of north one-half (N. ½), south one-half (S. ½), northwest one-quarter (N. W. ¼), Section 13, 39, 13; also that part of the first east and west 16-foot alley south of Jackson boulevard beginning at the west line of South Troy street and extending 122.76 feet west; also that part of the first 16-foot alley north of West Van Buren street beginning with the west line of South Troy street and extending 122.76 feet west, as shown in the space colored pink and marked "To be vacated" in the attached plat, which for greater certainty is made a part of this ordinance, be and the same are hereby vacated and closed, provided, however, that if any part of the street or alleys so vacated shall at any time hereafter be used for any other than religious or educational purposes, then and in such case this ordinance shall be void, and the said vacation shall be for naught held; and provided further that the city shall at all times have the right to maintain and operate any and all water pipes and sewers in said street or alleys.

SECTION 2. This ordinance shall take effect and be in force from and after its passage; provided, however, that the owner or owners of the property abutting upon the street and alleys hereby vacated shall within thirty (30) days after the passage of this ordinance file with the Recorder of Deeds of Cook County, Illinois, a copy of this ordinance and the plat attached thereto.

THOS. B. HUNTER,
Chairman.

BUILDING DEPARTMENT.

The Committee on Building Department, submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, October 18, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Sections 457 and 458 of the Revised Municipal Code in re. buildings, having had the same under advisement, beg leave to report and recommend that the same be passed as amended.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 458 of the Revised Municipal Code of Chicago of 1905 be and the same hereby is amended by adding at the end of said section the following:

"Whenever any building of fireproof construction used wholly or in part for the purposes of Class VII., shall adjoin or be attached to a fireproof building, used by the same occupant, and having in its required intervening fire wall one or more openings, and fitted with fire doors, on each side of the fire wall, having self closing device

thereon, as approved by the Building Department, then every such opening shall, for all purposes, be held to be equivalent to and take the place of and be regarded as a stairway, built and enclosed in the manner described in the following section (459). But in no case shall there be less than one stairway in any such building."

SECTION 2. That Section 457 of the Revised Municipal Code of Chicago of 1905 be and the same hereby is amended by adding at the end of said section the following:

"Provided, however, that if any building used wholly or in part for the purposes of Class VII., be equipped with automatic sprinklers, and be connected with another building similarly used, and distant not less than twenty-five feet, and used by the same occupant, by a fireproof bridge or passageway similarly equipped, then each such bridge or passageway shall be held to be equivalent to and take the place of one outside stairway fire escape on each of the buildings so connected."

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

M. P. RILEY,
Chairman.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Gaffney & Long, for unpaid vouchers, deferred and published October 8, 1906, page 1438.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from the Finance Committee Fund to the credit of Special Assessment Warrant 18016 the sum of seventy-one and forty-nine one-hundredths dollars ($71.49), in accordance with his recommendation of September 17, 1906, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Board of Local Improvements, regarding increase of salary of John Wolfe, deferred and published October 8, 1906, page 1439.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized to increase the wages of John Wolfe, fourth grade engineer, from one hundred ten dollars ($110.00) to one hundred forty-five dollars ($145.00) per month, in accordance with its recommendation, dated October 5, 1906, attached hereto, and the Comptroller is ordered to pay the increased compensation from appropriation for Board of Local Improvements.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works, regarding payment of union scale to steamfitters, deferred and published October 8, 1906, page 1439.

Ald. Bennettt moved to amend the order recommended by the Committee so that the order when amended should read as follows:

"*Ordered*, That the Commissioner of Public Works be and he is hereby authorized to pay the union scale of wages per day to steamfitters and steamfitters' helpers in the city's employ, being four and sixty-two one-hundredths dollars ($4.62) and two and forty one-hundredths dollars ($2.40) per day, respectively, in accordance with his recommendation, attached hereto."

Ald. Bennett moved to pass the order amended.

The motion prevailed, and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to pay the union scale of wages per day to steamfitters and steamfitters' helpers in the city's employ, being four and sixty-two one-hundredths dollars ($4.62), and two and forty one-hundredths dollars ($2.40) per day, respectively, in accordance with his recommendation, attached hereto."

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Arthur W. Nelson for increase of wages, deferred and published October 8, 1906, page 1439.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to increase the wages of A. W. Nelson, clerk of the water works shop, to ninety-five dollars ($95.00) per month, in accordance with the recommendations

of the Superintendent, Assistant Engineer and City Engineer in charge, attached hereto, and the Comptroller is ordered to pay the increased compensation from appropriations for water works shops.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works, in relation to the sanitary condition of the City Hall, deferred and published October 8, 1906, page 1440.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to repair the system of sewers under the City Hall without advertising, informal bids to be called from all reputable sewer contractors, and contract to be awarded to the lowest bidder, expenditures for the work not to exceed two thousand dollars ($2,000.00), and the Comptroller is ordered to pay the same from the appropriations for City Hall.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claims of Max Rondonell and Fred A. Augustin, for salary during illness, deferred and published October 8, 1906, page 1440.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow fifteen (15) days' time to Max Rondonell ($44.60) for time lost on account of illness, and to allow to Fred A. Augustin twelve (12) days ($35.10) for time lost on account of sickness, and the Comptroller is ordered to pay the same from the appropriation for the Bureau of Maps.

This action is taken in accordance with the recommendation of the Superintendent of Maps, approved by the City Bridge Engineer and Commissioner of Public Works, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claims of Leslie P. Kelly and William Hartney, for wages during illness, deferred and published October 8, 1906, page 1440.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized to issue a voucher to Leslie P. Kelly for wages for fourteen days during the month of September, time lost on account of sickness, and to issue a voucher to William J. Hartney for twenty-five and a half days during August and September, time lost on account of illness, and the Comptroller is ordered to pay the same from appropriations for the Board of Local Improvements.

This action is taken in accordance with the recommendation of the Board of Local Improvements, dated October 1, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a petition of C. E. Ernst for duplicate water pipe extension certificates, deferred and published October 8, 1906, page 1441.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue duplicates of the following water pipe extension certificates (dated August 23, 1892):

No. 549—Leo Ernst	$40.00
No. 561—Leo Ernst	40.00
No. 570—Leo Ernst	40.00
No. 578—Leo Ernst	40.00
No. 582—C. E. Ernst	80.00
No 612—Leo Ernst	40.00
No. 613—Leo Ernst	80.00
No. 615—Leo Ernst	842.50

(the original certificates said to have been stolen from C. E. Ernst), upon the signing of a bond by said C. E. Ernst, satisfactory to the Commissioner of Public Works, saving the city harmless because of the issuance of the said duplicate certificates, and be it further

Ordered, That the City Comptroller be and he is hereby authorized to pay voucher covering Water Certificate No. 536, and for which Comptroller's receipt is said to have been stolen from C. E. Ernst, without presentation of said receipt, and upon the signing of a bond by said C. E. Ernst satisfactory to the City Comptroller, saving the city harmless on account of said payment.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works, relating to removal of Washington Street Bridge, deferred and published October 8, 1906, page 1441.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to defer the removal of the Washington Street Bridge, in accordance with his request and recommendation, until December 15, 1906, and to voucher the expense of such removal against the appropriation for lowering of tunnels, and the Comptroller is ordered to pay the same from the said appropriation.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of C. B. Anderson, for refund of amount paid for repairs to sewer, deferred and published October 8, 1906, page 1441.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to C. B. Anderson the sum of thirty-one and seventy-five one-hundredths dollars ($31.75), same to be in full for all claims for money expended to repair sewer at 1628 Oakdale avenue, and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken in accordance with the report of the Commissioner of Public Works, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claims of Walter F. Blake and Eugene T. Smith, for compensation for personal injuries, deferred and published October 8, 1906, page 1442.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby authorized to retain on the pay roll of the Electrical Department W. F. Blake and to continue him in the employment of the department at such light work as he is able to perform until

such time as he is able to do regular work, in consideration of which action said Walter F. Blake shall sign a release discharging the city from all liability on account of injuries received on February 2, 1905; and to continue Eugene T. Smith on the pay rolls of his department and employed at such light work as he is able to perform until such time as said Eugene T. Smith is able to perform his regular duties, in consideration of which action said Eugene T. Smith shall sign a release discharging the city from all liabilities for damages on account of injuries received by said Eugene T. Smith on August 9, 1906.

This action is taken in accordance with the recommendations of the City Electrician, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on request of the Corporation Counsel for additional appropriation, deferred and published October 15, 1906, page 1486.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to expend in addition to the appropriations heretofore made for his department, the sum of twenty-five thousand dollars, for the purpose of making a campaign to collect taxes due the city, and to investigate capital stock assessments and franchises and property taxes as permitted by the laws of the State of Illinois, in accordance with his request of October 8, 1906, attached hereto, and the Comptroller is ordered to pay the same from Miscellaneous Receipts for the year 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on request of the Commissioner of Public Works for an additional appropriation of fifty thousand dollars ($50,000.00) for repairs and maintenance of bridges and viaducts, deferred and published October 15, 1906, page 1486.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to expend, in addition to the appropriations heretofore made for that purpose, the sum of fifty thousand dollars ($50,000.00) for repairs and maintenance of bridges and viaducts, in accordance with his request of October 12, 1906, attached hereto, and the Comp-

troller is ordered to pay the same from Miscellaneous Receipts for the year 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on an order directing the Commissioner of Health to contract for the operation of night soil reduction plant for the balance of the year 1906, (recommendation of the Commissioner of Health attached hereto), deferred and published October 15, 1906, page 1487.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Health be and he is hereby directed to make and enter into a contract for the furnishing of all fuel and for the maintenance and operation of the city night soil reduction plant at Kedzie avenue and 35th street for the balance of the present fiscal year, and the same to do without advertising, providing such contract does not exceed five hundred dollars ($500.00) for the balance of the year.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Health, requesting authority for the appointment of an inspector, to take charge of the night soil reduction plant, deferred and published October 15, 1906, page 1487.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Health be and he is hereby authorized to appoint an inspector to take charge of the night soil reduction plant at a salary not to exceed one hundred twenty-five dollars ($125.00) per month, the work of said inspector to be confined entirely to the unsewered portions of the city, and relating to the disposition of night soil in the various districts of the city, and the Comptroller is ordered to pay the salary of said employe from the Miscellaneous Receipts for the year 1906.

This action is taken in accordance with the request of the Commissioner of Health, dated September 13, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a request of the General Superintendent of Police for transfer of appropriations, deferred and published October 15, 1906, page 1487.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in the appropriations for the police department, in accordance with the request of the General Superintendent of Police, dated October 5, 1906, and attached hereto:

From Fund G, salaries of patrolmen	$100,000.00
From Fund E, salaries of patrol sergeants	1,500.00
From Fund F, salaries of desk sergeants	1,500.00
From Fund T, salaries of detective sergeants	2,000.00

to appropriations for Miscellaneous Receipts. And

From Fund E to Fund M, salaries of drivers	$10,000.00
From Fund E to Fund V, salaries of operators	7,000.00
From Fund E to Fund S, salaries of Detective Bureau	1,500.00

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Burke & Donohue, for extras, deferred and published October 15, 1906, page 1488.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Burke & Donohue in the amount of thirteen hundred forty-two dollars ($1342.00), same being in full of claims for extras in constructing a sewer in 57th street, connecting with and emptying into the intercepting sewer in Jackson Park avenue, thence to Cottage Grove avenue and in Cottage Grove avenue to 56th street to a connection with the sewer in 56th street, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of the Engineer of the Board of Local Improvements, dated July 10, 1906, and the recommendation of the Board of Local Improvements, dated September 22, 1906, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claims of John De Witt and S. A. Hutchinson, for refund of dog licenses; Peter Peterson, for refund of milk license; Matkin Bros., for refund of drug store license, and R. Hirschberg, for refund of gunpowder license, deferred

and published October 15, 1906, page 1488.

Ald. Bennett moved to concur in the report and pass the order therewith, allowing the claim of John De Witt.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to pay to John De Witt the sum of two dollars ($2.00), same being refund on account of dog license No. 59046, taken out in error, license No. 46400 having been issued for the same dog, and charge same to the Finance Committee Fund, appropriations 1906.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of S. A. Hutchinson.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to S. A. Hutchinson the sum of two dollars ($2.00), same being refund on account of dog license No. 26054, taken out in error, license No. 59111 having been issued for the same dog, and charge same to the Finance Committee Fund, appropriations 1906.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Peter Peterson.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Peter Peterson the sum of ten dollars ($10.00), same being amount paid for milk dealers' license No. 122, taken out instead of milk wagon license, license No. 1605 for milk wagon being subsequently issued to the same person, and charge same to the Finance Committee Fund, appropriations 1906.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Matkin Bros.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Matkin Bros. the sum of five dollars ($5.00), same being refund of amount paid for drug store license No. 615, taken out in error, license No. 558 having been previously issued for the same store, and charge same to the Finance Committee Fund, appropriations 1906.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of R. Hirschberg.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to R. Hirschberg the sum of fifteen dollars ($15.00), same being amount recommended to be refunded by the City Collector on gunpowder license No. 11, which was taken out in error to cover the sale of cartridges only, (said amount being the difference in cost between a cartridge license and a gunpowder license), and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken upon the several recommendations of the Collector, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of A. F. Hussander for issuance of duplicate water pipe certificate, deferred and published October 15, 1906, page 1489.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby author-

ized to issue a water pipe certificate of deposit to A. F. Hussander, same to be dated June 8, 1894, and to contain the conditions of certificates of a similar nature issued at that time and to be in the sum of $191.47, upon presentation of original receipt issued at the time said deposit was made.

This action is taken in accordance with the report of the City Comptroller that this amount is oustanding on the records of his office and with no record of the issuance of any certificate, and the report of the Superintendent of Water Pipe Extension, both attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Robert Knight, for wages, deferred and published October 15, 1906, page 1489.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Buildings be and he is hereby authorized to issue a voucher to Robert Knight in the sum of twenty-nine and sixty-seven one-hundredths dollars ($29.67), same being amount of wages withheld from said Robert Knight during the month of May, while under suspension, an investigation of the charges made against him proving that the charges were without foundation, and the Comptroller is ordered to pay the same from the appropriations for salaries for the Department of Buildings.

This action is taken in accordance with the recommendation of the Commissioner of Buildings attached hereto.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance regulating bill boards, deferred and published October 1, 1906, page 1386.

Ald. Dever presented an ordinance concerning bill boards and moved that it be substituted for the ordinance recommended by the Committee, and that it be made a special order of business for the next regular meeting of the Council at 8:35 o'clock P. M.

The motion prevailed.

The following is the substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Article XXIII., of the Revised Municipal Code of Chicago of 1905, passed March 20, 1905, be and the same is hereby amended so that said Article shall hereafter read as follows:

"ARTICLE XXIII.

BILLBOARDS, SIGNBOARDS AND WOODEN FENCES.

705. Billboards or signboards on Buildings.) Every billboard or signboard of greater height than two feet and placed on any building shall be made wholly of incombustible material and shall be securely anchored and fastened in a manner satisfactory to and approved by the Commissioner of Buildings.

No billboard or signboard anchored to, fastened to, or situated above or upon the roof of any building shall be placed within three feet of the inner plane of the outer wall of such

building; or be constructed so that the bottom of such billboard or signboard shall be less than one foot or more than three feet above the surface of such roof, and no such billboard or signboard shall exceed ten feet in height or be more than one hundred square feet in superficial area.

No billboard or signboard shall be anchored to, fastened to or situated above or upon the roof of any building more than two (2) stories in height; and no billboard or signboard shall be anchored to, fastened to or situated above or upon the roof of any building having other than a flat roof.

No billboard or signboard such as is described in this section, whether anchored to or fastened to any building or situated or located upon the roof thereof, shall be constructed and put in place unless in accordance with plans and specifications which have been submitted to and approved by the Commissioner of Buildings.

Billboards or signboards made of combustible material and attached to buildings shall not be of greater height than two feet and shall be erected, constructed and maintained in a manner satisfactory to and approved by the Commissioner of Buildings.

706. Size and Construction of Billboards and Signboards Erected within Fire Limits.) No billboards or signboards erected within the fire limits as now defined or as they may hereafter be defined by ordinances of the City (other than signboards and billboards referred to in Section 705 hereof) shall be constructed at a greater height than twelve (12) feet, and shall be constructed of tin or galvanized iron or some other equally incombustible material. All such billboards or signboards shall be securely anchored or fastened so as to be safe and substantial.

707. Height and Distance from Ground of Billboard or Signboard Erected within Fire Limits.) No billboard or signboard (other than those referred to in Section 705 hereof) shall be constructed within the fire limits at a greater height than fourteen (14) feet above the level of the adjoining street, and the base of the billboard or signboard shall be in all cases at least two feet above the level of the adjoining street unless the surface of the ground upon which such billboard or signboard is erected is above the grade of the adjoining street, in which case the base of such billboard or signboard shall be not less than two feet above the surface of the ground. In case the grade of the adjoining street or streets has not been established, no such billboard or signboard shall be constructed at a greater height than fourteen (14) feet above the surface of the ground upon which such billboard or signboard is erected.

708. Wooden Billboards or Signboards — Construction — Size.) Billboards or signboards not exceeding twelve square feet in area may be built of wood or other combustible material, and such billboards or signboards shall be exempted from the provisions of this Article.

708 a. Billboards or Signboards Erected Outside of Fire Limits—Construction—Size.) All billboards or signboards erected outside of the fire limits as now defined or as they may hereafter be defined by the ordinances of the City (other than those referred to in Section 705 hereof) shall comply with the following conditions:

If such billboard or signboard be erected or located so that no part thereof is nearer than twenty-five feet to any building, wooden fence, or other structure, such billboard or signboard may be constructed of wood or other combustible material, but shall not exceed twelve feet in height and shall be so constructed that there

shall be a clear space of not less than two feet or more than six feet between the bottom of such billboard or signboard and the surface of the ground upon which such billboard or signboard is erected. If any part of such billboard or signboard shall be within twenty-five feet of any building, wooden fence, or other structure, the size and construction of such billboard or signboard shall be limited as is provided in Section 706 for billboards or signboards erected within the fire limits. All billboards or signboards erected outside of the fire limits as provided for in this Section shall be securely anchored or fastened so as to be safe and substantial.

709. No Billboard or Signboard Shall Be Erected Without Permit.) No billboard or signboard such as is described in this article shall be erected, constructed, or maintained within the City unless a permit shall first have been secured by the person desiring to erect, construct, or maintain such billboard or signboard, from the Commissioner of Buildings, to whom application for such permit shall be made; and such application shall be accompanied by such plans and specifications of the proposed billboard or signboard as are necessary to fully advise and acquaint the said Commissioner with the construction of such proposed billboard or signboard. If the plans and specifications accompanying such application shall be in accordance with the provisions of this article said Commissioner shall thereupon issue a permit for the erection or construction of such billboard or signboard, upon the payment by the applicant of a fee as hereinafter fixed; provided, however, that none of the provisions of this article shall apply to or affect any billboard erected upon land abutting the right-of-way of any railroad where such billboard does not front upon a public highway, and is situated more than one hundred feet from any building.

710. Alteration and Repair of Billboards And Signboards.) No material alteration or repair of any billboard or signboard shall be made except upon a written permit issued by the Commissioner of Buildings authorizing such alteration or repair; and such permit shall be issued upon application in writing made to such Commissioner by the owner of such billboard or signboard or by the person in charge, possession, or control thereof, accompanied by a plan or statement of the proposed alterations and repairs to be made; which, if satisfactory to and approved by the Commissioner of Buildings, shall authorize such applicant to receive a permit upon payment of a fee therefor as hereinafter fixed, but such alteration shall not be construed to apply to the changing of any advertising matter of any billboard or signboard.

711. Billboards Now Existing To Be Altered To Comply With The Provisions Of This Article.) Every now existing billboard or signboard, whether erected upon or above the roof of any building or attached or fastened to the wall or walls of any building, or standing upon or erected upon any lot or premises, which is now erected or which is now maintained contrary to the provisions of this article, shall be forthwith removed or altered, changed, or cut down so as to fully comply with such provisions; and any billboard or signboard now existing and not complying with the provisions of this article which shall not have been removed or torn down or so altered and changed within sixty days from and after the passage of this ordinance as to be brought into conformity with the provisions of this article by the owner thereof or by the person in charge, possession, or control thereof, shall be torn down by

the Commissioner of Buildings and the cost and expense of tearing down such billboard or signboard shall be charged to the owner of such billboard or signboard or the person in charge, possession, or control thereof, and shall be recovered from such person for the use of the City by any appropriate proceeding therefor.

712. Duty of Commissioner—Owner's Name to be placed on top of Billboard.) It shall be the duty of the Commissioner of Buildings to inspect all plans and specifications submitted in connection with the erection or construction or the alteration or repair of any billboard or signboard and to approve same if the method of construction and provisions made for fastening, securing, anchoring, and maintaining such billboards or signboards are such as will serve to protect the public and to render such billboards or signboards safe and substantial. It is further made the duty of the Commissioner of Buildings to exercise a supervision over all billboards and signboards erected or being maintained under the provisions of this article; and whenever it shall appear to said Commissioner that any such billboard or signboard has been erected in violation of this ordinance or is in an unsafe condition or has become unstable or insecure or in such a condition as to be a menace to the safety of the public, he shall thereupon issue or cause to be issued a notice in writing to the owner of such billboard or signboard or the person in charge, possession, or control thereof, if the whereabouts of such person is known, informing such person of the violation of this ordinance and the condition of such billboard or signboard and directing him to make such alterations or repairs thereto or to do such acts or things as are necessary or advisable to place such billboard or signboard in a safe, substantial, and secure condition. If the person so notified shall refuse, fail, or neglect to comply with and conform to the requirements of such notice, said Commissioner shall tear down or cause to be torn down such billboard or signboard and shall charge the expense of such tearing down to the person so notified. If the owner of such billboard or signboard or the person in charge, possession, or control thereof cannot be found or his whereabouts is not easily ascertained, the Commissioner shall attach or cause to be attached to such billboard or signboard a notice of the same import as that required to be sent to the owner where such owner is known; and if such billboard or signboard shall not have been made to conform to this ordinance and placed in a secure, safe, and substantial condition, in accordance with the requirements of such notice, within thirty days after such notice shall have been attached to such billboard or signboard, it shall be the duty of the Commissioner of Buildings to thereupon order such billboard or signboard torn down. No permit shall be issued to any applicant for permission to erect a billboard or signboard unless such applicant shall agree to place and maintain on the top of such billboard or signboard the name of the person or corporation owning same or who is in charge, possession, or control thereof. It shall be the duty of the Commissioner of Buildings to see to it that the name of the person or corporation owning or in possession, charge, or control of such billboard or signboard is placed upon such billboard or signboard forthwith upon the erection thereof and is kept thereon at all times while such billboard or signboard is maintained.

713. Fees for Permits.) The fee to be charged for permits issued for the erection or construction of bill-

boards or signboards or for the alteration or repair thereof shall be two dollars ($2.00) for each billboard or signboard.

714. Penalty.) Any person or corporation owning, operating, maintaining, or in charge, possession, or control of any billboard or signboard within the City, who shall neglect or refuse to comply with the provisions of this article, or who erects, constructs, or maintains any billboard or signboard that does not comply with the provisions of this article, shall be fined not less than twenty-five dollars nor more than two hundred dollars for each offense; and each day on which any such person shall permit or allow any billboard or signboard owned, operated, maintained, or controlled by him to be erected, constructed, or maintained in violation of any of the provisions of this article shall constitute a separate and distinct offense.

715. Fences—Height of.) No wooden fences shall be constructed of greater height than eight feet above the sidewalk grade or eight feet above the surface of the ground where no grade is established."

SECTION 2. This ordinance shall take effect and be in force from and after January 1, 1907.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Section 1927 of the Revised Municipal Code in re eight-hour day for city employes, deferred and published October 15, 1906, page 1490.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 1927 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1927 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"1927. Eight Hours—City Employes.) Eight hours of labor between eight o'clock A. M. and five o'clock P. M. shall be and constitute a legal day's work for all employes performing manual labor for the city. The provisions of this section shall not be construed to apply to or govern the police or fire departments, or any department or workshop where constant operation is necessary; provided, however, that in all cases of necessity or emergency, superintendents, foremen or others in authority are hereby authorized to work their employes such number of hours as such necessity or emergency may require. But for all labor performed in excess of eight hours in any one day such laborer or employe shall be entitled to and shall receive pay at the rate of time and one-half for all such labor performed, except in those employments where there is an established scale of wages and hours which is usually and customarily paid for such excess time

by employers generally within the city for like services, in which event such labor in excess of eight hours in one day shall be paid for according to the wage scale, hours and conditions so established.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on communications and ordinance in re news stands at corners, deferred and published October 8, 1906, page 1442.

Ald. Dever moved that the report and ordinance be recommitted to the Committe on Judiciary.

The motion prevailed.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Sections 2466, 2472, 2478 and 2483 of the Revised Municipal Code in re weights and measures, deferred and published October 8, 1906, page 1443.

Ald. Cullerton moved to defer consideration thereon one week.

The motion prevailed.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Section 1151 of the Revised Municipal Code, in re weighing of ice, deferred and published October 8, 1906, page 1445.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1151 of the Revised Municipal Code of Chicago of 1905 be amended so as to read as follows:

"1151. Weighing of Ice When Sold —Weight To Be Sold By.) Every person or corporation selling ice or offering ice for sale shall at the time of delivery of any ice sold weigh the quantity of ice delivered, and for that purpose shall be provided with a steelyard balance or other apparatus for weighing such ice, which shall have been duly adjusted and sealed by the inspector of weights and measures in accordance with the provisions of this ordinance; and all ice sold within the city shall be sold by avoirdupois weight unless it is otherwise specially agreed upon between the buyer and seller.

Any person or corporation selling or offering for sale ice within the city, or delivering ice to any person within the city, who shall violate any of the provisions of this section, shall be fined not less than five nor more than fifty dollars for each offense."

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Section 741 of the Revised Municipal Code, in re penalty for giving short weight coal, deferred and published October 8, 1906, page 1445.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 741 of Chapter XVI. of an ordinance entitled the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 741 of Chapter XVI. of an ordinance entitled the Revised Municipal Code of Chicago, passed March 20, 1905, be and the same is hereby amended to read as follows:

"741. Penalty.) Any person violating any of the provisions of this chapter, or who shall deliver to any purchaser a less quantity than two thousand pounds of coal for each ton purchased (or a proportionate amount for any part of a ton), or who shall practice any fraud or deceit in the sale or delivery of any coal purchased, to be delivered in said city as aforesaid, shall be fined not less than twenty-five dollars, nor more than two hundred dollars for each offense."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and publication.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Section 2030 of the Revised Municipal Code, in re licensing and regulating second-hand dealers, deferred and published October 8, 1906, page 1446.

Ald. Coughlin moved to defer consideration thereon.

The motion prevailed.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance for vacation of alley in connection with the Goudy School premises, deferred and published October 8, 1906, page 1447.

Ald. Zimmer moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has acquired title to Lots 4 to 20, both inclusive, east 20 feet of Lot 21 and east 95.04 feet to B. R. De Young's Sub., etc., in Mt. Pleasant, a subdivision in south one-half, southeast one-quarter, northeast one-quarter, Section 7-40-14; also east 13.74 feet of the north 133.32 feet in Block 38, and the west 23.76 feet of the north 133.32 feet in Block 39; also west 37.5

feet of the east 51.24 feet of the north 133.32 feet in Block 38; also west 25 feet of the east 76.24 feet of the north 133.32 feet in Block 38; also west 25.16 feet of east 101.4 feet of north 133.32 feet in Block 38, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the W. C. Goudy School District (Andersenville).

WHEREAS, The aforesaid lots are separated by a public alley running north and south from Farragut to Foster avenues and east and west between North Ashland avenue and North Paulina street.

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much of the public alley aforesaid as shown on the accompanying plat be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect nor shall the vacation herein provided for become effective until there shall have been dedicated as a public alley and laid open to the public use as such, the west 16 feet of the aforesaid property, as shown on the accompanying plat, which alleys so vacated and dedicated are substantially as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided that within sixty days after the date of the passage thereof there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a deed properly executed and acknowledged, conveying to the City of Chicago, for the purpose of a public alley, the west 16 feet of the aforesaid property as shown on the accompanying plat, also a plat showing the alleys so dedicated and vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance for vacation of alley in connection with the Nobel School premises, deferred and published October 8, 1906, page 1448.

Ald. Zimmer moved to concur in the port and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has acquired title to Lots 1 to 12, both inclusive, and Lots 37 to 48, both inclusive, Block 2, Demarest & Kammerling's Grand avenue subdivision, north one-half, southeast one-quarter, northeast one-quarter, Section 3-39-13, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Alfred Nobel School.

WHEREAS, The aforesaid Lots 1 to 12, both inclusive, are separated from aforesaid Lots 37 to 48, both inclusive, by a public alley 16 feet in width, running east and west from North 41st avenue.

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now, therfore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much of the afore-

said alley as shown on the accompanying plat be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect nor shall the vacation herein provided for become effective until there shall have been dedicated as a public alley and laid open to the public use as such, the west 16 feet of Lots 12 and 37, which alleys so vacated and dedicated are substantially as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided that within sixty days after the date of the passage thereof there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a deed properly executed and acknowledged, conveying to the City of Chicago, for the purpose of a public alley, the west 16 feet of Lots 12 and 37, also a plat showing the alleys so dedicated and vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance for vacation of alley in connection with the Tilton School premises, deferred and published October 8, 1906, page 1448.

Ald. Zimmer moved to concur in the port and pass the ordinance therewith.

The motiono prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has acquired title to Lots 17 to 32, both inclusive, of the Resubdivision of the south one-half of Block 18, in West Chicago Land Co.'s Subdivision of the South one-half of Section 10-39-13, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the New Tilton School.

WHEREAS, The aforesaid Lots 17 to 24, both inclusive, are separated from aforesaid Lots 25 to 32, both inclusive, by a public alley running east and west from 42d avenue.

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. So much of the public alley aforesaid, as shown on the accompanying plat, be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect nor shall the vacation herein provided for become effective until there shall have been dedicated as a public alley, and laid open to the public use as such, the east 16 feet of Lots 17 and 32, which alleys so vacated and dedicated are substantially as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided that within sixty days after the date of the passage thereof there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a deed properly executed and acknowledged, conveying to the City of Chicago, for the purpose of a public alley, the east 16 feet of Lots

17 and 32, also a plat showing the alleys so dedicated and vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance for vacation of alley in connection with the Hedges School premises, deferred and published October 8, 1906, page 1449.

Ald. Zimmer moved to concur in the port and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Whereas, The Board of Education of the City of Chicago has acquired title to Lots 1 to 23, both inclusive, in Winter's Re-subdivision of west one-half Block 10, Chicago University Subdivision of south one-half, northeast one-quarter of the west three-quarters of south one-half, north one-half, northeast one-quarter, northwest one-quarter, northwest one-quarter, northeast one-quarter, southeast one-quarter, northwest one-quarter, Section 7-38-14, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Hedges School.

Whereas, The aforesaid Lots 1 to 5, both inclusive, are separated from aforesaid Lot 6 by a public alley 16 feet in width, running east and west of south Winchester avenue.

Whereas, The Board of Education has requested the City Council to vacate the said alley; now, therefore,

Be it ordained by the City Council of the City of Chicago:

Section 1. That so much of the public alley referred to, as shown on the accompanying plat, be and the same is hereby vacated, as shown on the plat thereof attached hereto and made a part hereof.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval; provided that within sixty days after the date of the passage thereof there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a plat showing the alley vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance for vacation of alley in connection with the Seward School premises, deferred and published October 8, 1906, page 1450.

Ald. Zimmer moved to concur in the port and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has acquired title to Lots 1 to 13, both inclusive, and 37 to 49, both inclusive, Block 2 in Schlessinger's Subdivision of southwest one-quarter, southeast one-quarter, southeast one-quarter, Section 6-38-14, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Seward School.

WHEREAS, The aforesaid lots are separated by public alleys 16 feet in width, as shown in the accompanying plat;

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much of the public alleys referred to, as shown in the accompanying plat, be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect nor shall the vacation herein provided for become effective until there shall have been dedicated as a public alley and laid open to the public use as such the south 16 feet of Lot 37, which alleys so vacated and dedicated are substantially as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided that within sixty days after the date of the passage thereof there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a deed properly executed and acknowledged, conveying to the City of Chicago for the purpose of a public alley, the south 16 feet of Lot 37, also a plat showing the alleys so dedicated and vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance for vacation of alley in connection with the Sherman School premises, deferred and published October 8, 1906, page 1450.

Ald. Zimmer moved to concur in the port and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has acquired title to Lots 11 to 22 and 37 to 48, all inclusive, Block 1, Plowden Steven's Re-subdivision of Lots 1 to 10 and 31 to 37 Hinckley's Subdivision, of northwest one-quarter, southeast one-quarter, Section 8-38-14, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Sherman School;

WHEREAS, The aforesaid Lots 11 to 22 and 37 to 48, all inclusive, are separated from aforesaid lots 30 to 48, both inclusive, by a public alley 16 feet in width running north and south between South Carpenter and South Morgan streets, north of West 52d street;

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much of the pub-

lic alley referred to, as shown in the accompanying plat be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect nor shall the vacation herein provided for become effective until there shall have been dedicated as a public alley and laid open to the public use as such, the south 16 feet of Lot 37, which alleys so vacated and dedicated are substantially as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within sixty days after the date of the passage thereof, there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a deed properly executed and acknowledged, conveying to the City of Chicago, for the purpose of a public alley, the south 16 feet of Lot 37, also a plat showing the alleys so dedicated and vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on request of Board of Education to rescind action of October 16, 1905, in the dedication of an alley in connection with the Dante School site, deferred and published October 8, 1906, page 1451.

Ald. Zimmer moved to concur in the port and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance passed October 16th, 1905, published on pages 1260 and 1261 of the Council Proceedings, providing for the dedication of a certain alley in connection with the Dante School premises, be and the same is hereby repealed.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on a request and ordinance for sale of McCowan School property, deferred and published October 8, 1906, page 1451.

Ald. Zimmer presented the following amendments to the ordinance under consideration:

Amend said ordinance as published on page 1452, Council Procedings, by striking out the words, "on the ..... day of ..... A. D. 190.." from the nineteenth and twentieth lines of Section 1, and by inserting in lieu thereof the words, "in the month of January, A. D. 1907."

Amend said ordinance further by striking out the words, "On Monday, the ..... day of ..... 190.." from the thirty-first and thirty-second lines of Section 2 and by inserting in lieu thereof the words, "in the month of January, A. D. 1907."

Amend said ordinance further by inserting the word, "first" before the word, "regular" in the eighteenth line of Section 1 and in the twenty-ninth line of Section 2.

Ald. Zimmer moved to adopt the amendments

The motion prevailed.

Ald. Zimmer moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has ceased to use as a public school the property described as the north 40 feet of the south 58.5 feet of Lot five (5), in Block two (2) of Barnum Grove Subdivision of the west half of the northeast quarter of Section twenty-one (21), Township thirty-eight (38) North, Range fourteen (14), East of the Third Principal Meridian, situated in the City of Chicago, County of Cook and State of Illinois, known as the McCowan School for the Deaf, and being 40 feet frontage on Yale avenue by a depth of 186.9 feet north of 66th street, in said city; and

WHEREAS, The said Board of Education of the City of Chicago has made a written request of the City Council of the City of Chicago that the hereinbefore described real estate be sold; therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the north 40 feet of the south 58.5 feet of Lot five (5), in Block two (2) of Barnum Grove Subdivision of the west half of the northeast quarter of Section twenty-one (21), Township thirty-eight (38) North, Range fourteen (14), East of the Third Principal Meridian, situated in the City of Chicago, County of Cook and State of Illinois, known as the McCowan School for the Deaf, and being 40 feet frontage on Yale avenue by a depth of 186.9 feet north of 66th street, in said city, is no longer necessary, appropriate or required for the use of said city, or profitable to, or its longer retention for the best interests of said city, and that said described property shall, at the first regular meeting of the Council, to be held in the month of January, A. D. 1907, be sold to the highest bidder for cash under and in accordance with the statute in such case made and provided; *provided*, the right is hereby specifically reserved to the City Council of the City of Chicago to reject any and all bids therefor, and no bid shall be considered for less than the sum of $3,500.00.

SECTION 2. The Comptroller of the City of Chicago is hereby ordered and directed to forthwith publish this ordinance, including the following notice, in one of the daily papers of general circulation in the City of Chicago, County of Cook and State of Illinois, for a period of not less than sixty days:

Public notice is hereby given that the City Council of the City of Chicago, upon the written request of the Board of Education of the City of Chicago, proposes to sell to the highest bidder for cash, the north 40 feet of the south 58.5 feet of Lot five (5), in Block two (2) of Barnum Grove Subdivision of the west half of the northeast quarter of Section twenty-one (21), Township thirty-eight (38) North, Range fourteen (14), East of the Third Principal Meridian, situated in the City of Chicago, County of Cook and State of Illinois, located at 6544 Yale avenue, in said city. Bids for the above

described property are hereby solicited. They must be sealed and deposited with the City Clerk of the City of Chicago, for submission to the City Council of the City of Chicago. Said bids shall be considered and opened at the first regular meeting of the City Council, to be held in the month of January, A. D. 1907. No bids shall be accepted unless upon a vote of three-fourths of the members of the said City Council. The right to reject any and all bids is hereby specifically reserved, and no bid shall be considered for less than $3,500.00. A certified check for 5 per cent. of the amount of the bid shall accompany each bid, which shall be returned as soon as it has been determined that the bid is not accepted.

SECTION 3. This ordinance shall take effect and be in full force and effect from and after the date of its passage.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on request of Board of Education for additional appropriations for the completion of Washington School, Kosciusko School, Jahn School Otis School, and school building at 113th street and Morse avenue, deferred and published October 8, 1906, page 1452.

Ald. Zimmer moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the additional amounts shown opposite the names of schools hereinafter mentioned in this order, be and the same are hereby appropriated for the completion of said school buildings and the City Comptroller is authorized and directed to set aside the said amounts from the unappropriated balance of the building account for the completion of said schools:

Washington School	$35,000
Kosciusko School	35,000
Jahn School	35,000
Otis School	20,000
School at 113th Street and Morse avenue	35,000

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on requests of Board of Education to acquire property adjacent to the Dante, Sherman, Seward, Hedges and Hamline Schools, deferred and published October 8, 1906, page 1453.

Ald. Zimmer moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the proper officers of the Board of Education be and they are hereby authorized to acquire title, under the eminent domain law for the use of

schools, to the following described property:

Lots 13, 18, 19 and 24, Block 9, School Section addition to Chicago, west one-half of southwest one-quarter, Section 16-39-14 and Lots 17 and 18, Block 16 (same legal description) together with all buildings and improvements thereon, being 312 feet on Ewing street by a depth of 119 feet between South Halsted and South Desplaines streets, west of and adjoining property now in process of condemnation adjacent to the Dante School premises,

Lots 21 and 22, Block 1, Stevens' Resubdivision of Lots 1 to 10 and 31 to 37, Hinckley's Subdivision of the northwest one-quarter southeast one-quarter, Section 8-38-14, together with all buildings and improvements thereon, having a frontage of 50 feet on Morgan street by a depth of 124.8 feet south of and adjoining the Sherman School premises; also Lots 37 to 48, both inclusive, same legal description as above, having a frontage of 300 feet on Carpenter street by a depth of 124.8 feet west of the school premises,

Lots 11, 12 and 13, Block 2, Schlesinger's Subdivision, southwest one-quarter, southeast one-quarter, southeast one-quarter, Section 6-38-14, together with all buildings and improvements thereon, having a frontage of 72 feet on Hermitage avenue by a depth of 124.7 feet south of and adjoining the Seward School premises; also Lots 37, 38 and 39, same legal description as above, being 72 feet frontage on Wood street south of and adjoining the property in process of condemnation, southeast corner 46th street.

Sub-lots 1 to 5, both inclusive, Winter's Resubdivision, west one-half Block 10, Chicago University Subdivision, south one-half, northeast one-quarter, etc., Section 7-38-14, together with all buildings and improvements thereon, being 124.66 feet frontage on West 47th street by a depth of 125 feet southeast corner Winchester avenue, north of the Hedges School.

Lots 35 to 38, both inclusive, Kay's Subdivision, east one-half, northeast one-quarter, northwest one-quarter, northwest one-quarter, Section 8-38-14, being 99.25 feet frontage on Bishop street, by a depth of 124.25 feet, north of and adjoining the Hamline School premises, together with all buildings and improvements thereon.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to Armour & Company to maintain switch track on Hawthorne avenue, deferred and published October 8, 1906, page 1456.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Armour & Company to maintain and operate a switch track on Hawthorne avenue, at North Halsted street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Armour & Company, a corporation organized and existing under and by virtue of the laws of the State of Illinois,

its successors and assigns, to maintain and operate a railroad switch track heretofore constructed and operated by said Armour & Company on Hawthorne avenue, from a point on the eastern track of the Chicago, Milwaukee & St. Paul Railway, which point is ten (10) feet northwest of the westerly line of North Halsted street and running thence in a northerly direction along the easterly side of Hawthorne avenue, to a point opposite the northerly line of premises now owned by Jonathan O. Armour, which line is one hundred eighty-three (183) feet northwest from the northerly corner of North Halsted street and Hawthorne avenue in said City of Chicago, as shown by plat thereof attached to and made part of this ordinance, for and during the period of ten (10) years from and after the passage of this ordinance.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said street as is occupied by said switch track in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said street occupied by said switch track to a condition safe for public travel, similar to the remaining portions of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force, relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said Armour & Company shall pay to the City of Chicago the sum of one hundred dollars ($100.00) per annum in advance each and every year during the life of this ordinance; the first payment to be made at the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its assigns fail to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that said Armour & Company, the grantee herein, will within ten (10) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago, a bond in the penal sum of ten thousand dollars ($10,000.00) with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless, the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein, by virtue of the

authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within ten (10) days from the date of its passage said Armour & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance, and a bond as herein provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting Best Brewing Company permission to install a conduit under and across Fletcher street for the purpose of conducting electricity from one part of their plant to another, deferred and published October 15, 1906, page 1501.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to the Best Brewing Company of Chicago, a corporation, to install, construct, maintain and operate a line or lines of electric wires for the purpose of transmitting electricity to generate light under and across Fletcher street, in the City of Chicago, Illinois, from the building known as No. 1051 Fletcher street to the warehouse known as No. 1050 Fletcher street. The said line or lines of wires shall be installed, repaired and operated in a conduit not more than six (6) inches in diameter, to be constructed by the said Best Brewing Company under said street at said place in accordance with plans to be approved by the Commissioner of Public Works, and said work to be done to the satisfaction of the Commissioner. Said line or lines of wires shall be operated and maintained only for the purpose of furnishing light to the premises and property of the said Best Brewing Company of Chicago.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the passage of this ordinance, provided further that this ordinance shall be subject to amendment or repeal at any time prior thereto.

SECTION 3. This ordinance shall not go into effect until the said grantee shall execute and deliver to the City of Chicago a written acceptance of the same, and also a bond to the City of Chicago in the penal sum of Ten Thousand ($10,000.00) Dollars, with sureties to be approved by the Mayor, conditioned upon the observance and faithful performance of all and singular the conditions and provisions of this ordinance, and further conditioned to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, and liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against, be charged to

or recovered from said City of Chicago by reason of the passage of this ordinance or by reason of any act or thing done by said grantee herein by virtue of the authority herein granted. If, at any time after the execution and delivery of the said bond to the City of Chicago as aforesaid, the Mayor of said City of Chicago shall be of the opinion that the sureties upon said bond are insufficient, the said grantee shall, within five (5) days after the receipt of written notice to that effect, execute and deliver to the City of Chicago a new bond conditoned as aforesaid, with sureties to be approved by the Mayor, and in default thereof the rights and privileges herein granted shall cease and determine.

SECTION 4. No work of installing or constructing said conduit or of the installing of wires therein shall be done under the authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works.

SECTION 5. The rights herein granted are upon the express condition that said grantee, its successors and assigns, as compensation for the privileges conferred by this ordinance, pay to the City of Chicago within thirty (30) days after the passage of this ordinance the sum of fifteen and no one-hundredths ($15.00) dollars, and an equal sum upon the first day of June of every year thereafter during the life of this ordinance.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided the acceptance hereinbefore mentioned and the bond hereinbefore provided for be filed within thirty (30) days from the passage thereof.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to Sprague, Warner & Co. to lay a switch track, deferred and published October 15, 1906, page 1502.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and they are hereby, given and granted unto Sprague, Warner & Company, a corporation of Chicago, Illinois, its successors and assigns, to build, maintain and operate a railroad switch track located as follows, to-wit: Commencing at a point in the west line of Roberts street (as now used) marked "A" on the plat hereto attached, which is hereby made a part hereof; thence south in the west half of said Roberts street to a point marked "B" on said plat in the west line of said street for and during the period of ten (10) years from and after the passage of this ordinance; provided, however, said Sprague, Warner & Company, its successors and assigns may at any time remove said railroad switch track and all the appurtenances thereto and restore the portion of said street so occupied by said railroad switch track to a condition safe for public travel, similar to the remaining portion of said street in the same block to the satisfaction and approval

of the Commissioner of Public Works, and thereafter the revenue hereinafter provided for shall cease to accrue, but there shall be no rebate on any compensation paid in advance.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said street as is occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore the portions of said street occupied by said switch track to a condition safe for public travel, similar to the remaining portion of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized, until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges herein granted, the said Sprague, Warner & Company, a corporation, shall pay to the City of Chicago the sum of two hundred and twelve and no one-hundredths ($212.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns shall fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of Ten Thousand ($10,000.00) Dollars with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the bond hereinabove mentioned shall be

filed within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting L. T. Dickason permit to construct an elevated switch track, deferred and published July 2, 1906, page 1085.

Ald. O'Connell moved to defer consideration thereon and to make the report and ordinance a special order of business for the next regular meeting of the Council at 8:31 o'clock P. M.

The motion prevailed.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on a recommendation, estimate and ordinance for improvement (creosoted blocks) Cottage Grove avenue, Oakwood boulevard to 51st street, deferred October 8, 1906, page 1454.

Ald. Bihl moved to concur in the report, approve the estimate and pass the ordinance therewith.—(Recommendation, estimate and ordinance published September 24, 1906, pages 1272 to 1280, inclusive.)

The motion prevailed, and the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on a recommendation, estimate and ordinance for improvement (granite blocks) South Ashland avenue, from 39th street to 59th street, deferred October 8, 1906, page 1454.

Ald. Bihl moved to concur in the report, to approve the estimate, and pass the ordinance therewith.—(Recommendation, estimate and ordinance, published July 9, 1906, pages 1141 to 1148, inclusive.)

The motion prevailed, and the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance, granting authority to construct and maintain switch track, to the Link Belt Company, deferred and published October 15, 1906, page 1496.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beil-

fuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bibl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted unto the Link-Belt Company, its successors and assigns, to lay down, construct, maintain and operate a single railroad switch track across Stewart avenue at the intersection of said avenue with the northerly right-of-way line of the Chicago Junction Railway Company, six hundred (600) feet more or less, south of Thirty-ninth street, in the City of Chicago, substantially as shown by the plat hereto attached and made a part hereof, upon which said track is shown by red lines.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years after the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment, or repeal, and, in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of the public highways as are occupied by said switch track or tracks in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all the appurtenances thereto, and shall forthwith restore the portions of the public highways occupied by said switch tracks to a condition safe for public travel, similar to the remaining portions of those streets in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch tracks herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted the said Link-Belt Company shall pay to the City of Chicago the sum of Ninety-one and 50-100 ($91.50) Dollars per annum in advance, each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fails to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000) with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of

all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease. The said grantee shall at the time of the filing of the bond above mentioned, file with the City Clerk of the City of Chicago, its written acceptance of the terms and provisions hereof.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the acceptance hereinabove mentioned and the bond hereinabove mentioned be filed within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Hunter, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance authorizing the Chicago and Illinois Western Railroad to construct and operate a railway across certain streets and alleys in the City of Chicago.

Ald. Moynihan moved to refer the ordinance to the Committee on Track Elevation.

Ald. Hunter moved to lay on the table the motion to refer.

The motion to lay on the table was lost by yeas and nays as follows:

Yeas—Dixon, Foreman, Pringle, Young, McCoid, Bennett, Snow, Derpa, Harkin, Maypole, Smith, Beilfuss, Sitts, Dever, Stewart, Finn, Reese, Foell, Hahne, Dunn, Williston, Larson, Bradley, O'Connell, Roberts, Fisher, Badenoch, Kohout, Nolan, Hunter—30.

Nays—Kenna, Coughlin, Harding, Dailey, Richert, McCormick, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Sullivan, Dougherty, Jacobs, Krumholz, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Hunt, Bihl—37.

The question recurring on the motion to refer to the Committee on Track Elevation, the motion prevailed.

Ald. Snow presented an amendment to the ordinance last under consideration and moved that it be referred to the Committee on Track Elevation.

The motion prevailed.

The following is the amendment:

Amend by inserting before the word, "permission" third line left hand column, page 1098, the following paragraph:

"The said Chicago and Illinois Western Railroad shall erect and maintain during the full term of this ordinance one street lighting lamp equivalent to nominal two thousand candle power at each street, alley or public way over or across which it is by this ordinance authorized to lay its tracks, or which may hereafter be laid out or opened up across the route and right of way of said Chicago and Illinois Western Railroad."

The Clerk, on motion of Ald. Hunter, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating alleys in Rees Subdivision, Block 37, C. T. Subdivision, deferred and published October 15, 1906, page 1498.

Ald. Hunter moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the twenty-four (24) foot alley running northeasterly from Seward street to and connecting with the sixteen (16) foot main alley running north and south in the block bounded by 18th street on the north, Lumber street on the south, Canal street on the east and Seward street on the west; also that portion of said sixteen (16) foot main alley, last above described, lying north of the north lot line of lots twenty-eight (28) and twenty-nine (29) and south of a line projected across said alley nine (9) feet north of the north lot line of lots fourteen (14) and forty-nine (49) projected, in Rees Subdivision of lot one (1), block thirty-seven (37), in Canal Trustee's Subdivision of the West One-half (W. ½) and Southeast One-quarter (S. E. ¼) of Section twenty-one (21), Township thirty-nine (39) North, Range fourteen (14), East of the Third Principal Meridian, being those portions of said alleys shown in red and marked "to be vacated" on the plat hereto attached, which plat is made a part hereof and to which express reference is had, be and the same are hereby vacated and closed.

SECTION 2. The vacations herein provided for are made upon the express conditions that within sixty (60) days after the passage of this ordinance the Heath & Milligan Manufacturing Company, a corporation, shall convey to the City of Chicago by deed properly executed and acknowledged and open to public use as a public alley, without cost to the City of Chicago, the north sixteen (16) feet of lot fifty (50) in said lot one (1) of block thirty-seven (37) which alley to be dedicated is shown in blue and marked "to be dedicated for public alley" on said plat attached hereto; shall also within said sixty (60) days file for record in the office of the Recorder of Deeds for Cook County, Illinois, said deed and a plat showing such vacations and such dedication, and shall also within said period pay the City Collector of the City of Chicago the sum of $3,840.20.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval, subject to the conditions provided in Section 2 hereof.

The Clerk, on motion of Ald. Hunter, presented the report of the Committee on Streets and Alleys, West Division, on a recommendation, estimate and ordinance for improving (wooden blocks) West North avenue from North California avenue to North Central Park avenue, deferred and published October 1, 1906, page 1391.

Ald. Hunter moved to concur in the report, approve the estimate, and pass the ordinance therewith.—(Recommendation, estimate and ordinance published July 9, 1906, pages 1149 to 1156, Council Proceedings.)

The motion prevailed, and the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moy-

nihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The Clerk, on motion of Ald. Hunter, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating an alley in Curtis and Runyan's subdivision, deferred and published October 1, 1906, page 1391.

Ald. Hunter moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the twelve (12) foot north and south alley, being the east twelve (12) feet of the west seventeen and seventy-two hundredths (17.72) feet of that part of lots three (3) and four (4) lying between the south line of Park avenue and the north line of West End avenue of Curtis and Runyan's subdivision of the east five (5) acres of the west Half (½) of the southwest Quarter (¼) of Section eleven (11), Township thirty-nine (39) north, Range thirteen (13) east of the Third Principal Meridian, and also the alley running east and west and lying between the west line of the above described north and south alley and a line twelve (12) feet east of and parallel to the west line of lots one (1) and twelve (12) in Block two (2) of Garfield Park addition to Chicago, a re-subdivision of Blocks one (1), two (2) and three (3) in Evans and others subdivision of Blocks one (1) to four (4) in Osborn's subdivision of the west five (5) acres of the east ten (10) acres of that part of the east half (½) of the west half (½) of the southwest Quarter (¼) south of Lake street in the said Section eleven (11), being those portions of the said alleys shown in red and marked "to be vacated" on the plat hereto attached and made a part hereof, and to which express reference is had, be and the same are hereby vacated and closed; provided, however, that this ordinance shall not take effect and the vacations herein provided for shall not become effective until S. H. Wheeler shall have executed and filed a plat in the office of the Recorder of deeds of Cook County, Illinois, making a valid dedication to the City of Chicago for the use of the public of the west twelve (12) feet of said lots one (1) and twelve (12) in said block two (2), the portions of said lots so to be dedicated being those portions of said lots shown in yellow and marked "to be dedicated" on the said plat; and provided, further, that said plat shall be so filed within thirty (30) days from the date of the passage of this ordinance.

SECTION 2. This ordinance shall take effect and be in force from and after its passage; provided, that if said two strips of land herein required to be dedi-

cated be not so dedicated within thirty (30) days from the passage of this ordinance, and be not opened for public use within ninety (90) days from the passage of this ordinance, then this ordinance shall be null and void and of no effect.

The Clerk, on motion of Ald, Riley, presented the report of the Committee on Building Department, on an ordinance amending the building ordinance in re emergency exits, deferred and published October 8, 1906, page 1458.

Ald. Riley presented an ordinance amending Section 338 of the Revised Code of 1905, and moved that it be substituted for the ordinance under consideration.

The motion prevailed.

Ald. Riley moved to pass the substitute ordinance.

The motion prevailed and the substitute ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 338 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 338 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended by striking out all of paragraph three of said Section and inserting in lieu thereof the following:

"If said emergency exits lead outside the building, the opening leading thereto shall have metal frames filled with wire glass doors opening outward, hung from the inside corner of the jambs, and so constructed as not to project, when opened, beyond the outside face of the wall. Outside shutters will not be permitted, except when the same shall open automatically from the interior, without resistance, and when used or opened will automatically fasten, securely, flat against the wall, so as not to in any way obstruct the passage on the outside; all such automatic devices or attachments to said doors to be subject to the approval of the Commissioner of Buildings and the Fire Marshal of the City of Chicago."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

The Clerk on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Section 390 of the Revised Municipal Code in re partitions between apartments in frame buildings, deferred and published October 8, 1906, page 1458.

Ald. Riley moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson,

Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 390 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"390. Construction of Partitions Between Apartments in Frame Buildings.) Every new tenement house more than five stories and basement high shall be of fire proof construction (according to the definition of "fire proof construction" contained in Section 500 of this chapter); every new tenement house more than three stories and basement high but not more than five stories and basement high shall be of "slow-burning" or "fire proof" construction (according to the definition of slow-burning or fire-proof construction as defined in this chapter). In case slow-burning construction be used the cellar and basement construction including the floor construction of the first story above the cellar or basement shall be of fire proof construction. In all new frame tenement houses outside the fire limits of the city each suite of apartments shall be separated from the next suite in such building by a wall of four-inch tile or metal studding and metal lath."

SECTION 2. This ordinance shall be in force and effect from and after its passage and approval.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Sections 407, 421, 457, 632 and 679 of the Revised Code of 1905, deferred and published October 8, 1906, page 1459, and the communication from the Commissioner of Health protesting against the proposed amendment of Section 421, temporarily deferred, page 1553.

Ald. Riley moved to amend the ordinance by striking out all that part referring to Section 421 of the Revised Code of 1905, and to recommit the question of amending the said section to the Committee on Building Department.

The motion prevailed.

Ald. Riley moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Revised Municipal Code of Chicago of 1905 be amended as follows:

That Section 407 be amended by striking out the word "extending" in the fifth line from the end of said section and by inserting in lieu thereof the word "exceeding."

That Section 632 be amended by adding thereto the following: "The provisions of this section shall not apply to frame buildings of any class."

That Section 679 be amended by adding thereto the following: "Provided, that standpipes will not be required on the

outside of buildings of Classes II. and III. and VI. of less than five stories in height."

SECTION 2. This ordinance shall be in force and effect from and after its passage and approval.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Section 274 of Revised Municipal Code of 1905, deferred and published October 15, 1906, page 1503.

Ald. Riley moved to concur in the report and pass the ordinance therewith.

The motion prevailed, an dthe ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 274 of the Revised Municipal Code of Chicago of 1905 (Section 206 of the "Building Ordinance") be and the same is hereby amended to read as follows:

"In all buildings of this class, the fire escape, stairs. stair halls, entrance halls, bay windows, vent shafts, courts, lights in halls, porches, windows in public halls, shall be of the size and dimensions as are prescribed in Sections 392, 400, 402, 404, 412, 415, 416, 417, 418, 419, 420, 421, 422 and 423 of this Chapter relating to buildings of Class VI.

"Where vent shafts as defined in Section 389 of this ordinance, are used to ventilate water closet compartments, bath rooms, or pantries, of hotels, office buildings, or club houses, they shall be of the following dimensions:

Building	Square feet	Least width
2 stories	22½	3 feet
3 stories	27	3 feet
4 stories	36	3 feet
5 stories	48	5 feet
6 stories	72	6 feet
7 stories	96	8 feet
8 stories	120	8 feet

"In every hotel, office building, or club house, hereafter erected, and every hotel, office building, or club house, which shall be increased or diminished in size, or otherwise altered after its erection, and in every building, now or hereafter in existence, not now used as a hotel, office building or club house but hereafter constructed or altered to such use, and every habitable room, excepting water closet compartments, bathrooms and pantries, shall have, at least, one window opening directly upon a street, alley, yard, or court. The total area of the windows opening from any such room, (other than water closet compartments, bathrooms and pantries), shall be, at least, one-tenth the floor area of that room, and the top of, at least, one window shall be not less than seven feet above the floor, and the upper half of that window shall be made so as to open its full width. No window in any such room, (other than pantries, water closet compartments and bathrooms, shall have less than ten square feet of glass area. Every such water closet compartment, bathroom or pantry, shall have a window not less than one foot wide and of an area of, at least, four square feet for a floor area of forty-five square feet or less opening directly into the outer air, or special light or air shafts, into which

no other rooms, or compartments, other than toilet compartments, bathrooms, or pantries, are ventilated. For upwards of forty-five square feet of floor area, there shall be a window area of, at least, one-tenth of the floor area. The windows in all cases shall be arranged so as to admit of their being opened, at least, one-half of their height. The urinal, bath or water closet compartments on the top floor of any building may be lighted and ventilated by means of a skylight and ventilator. The area of the skylight shall conform to the above specified areas for windows.

"It is provided that in hotels, office buildings and club houses, the bathroom, water closet and urinal compartments, may be ventilated by exhausting the air from the same at the rate of at least six complete changes of air from each room per hour by approved positive mechanical means through special air ducts to the outer air. The special ventilating duct or ducts, together with their branches, shall be of such size or sizes as to provide for the required changes of air from each of such rooms.

"It shall be the duty of the owner, agent, architect, or of the party in possession or control of the same, to notify the Commissioner of Health in writing twenty-four hours in advance when any such system is completed, for the supervision of the test.

"When the installation of the mechanical ventilating system for toilet and bathrooms is complete, and the ventilating appliances are being operated at their normal capacities, they shall be tested by the party notifying for test for volumetric efficiency in the presence of, and under the direction of, the Chief Sanitary Inspector of the Department of Health.

"The mechanical ventilating system shall at all times be kept in good repair and in operation to insure the required ventilation during the hours when the above specified buildings are used for human occupancy.

"All such toilet or bathrooms as mentioned in this section, shall have a fixed window, or windows, having a gross glass area and equal to at least one-eighth of the floor area of rooms. The windows are to be provided and placed in the dividing or enclosing partitions, and shall be suitably arranged so as to admit of natural light from an adjoining room which has direct communication to the outside air. All such rooms or compartments shall have proper means for artificially lighting the same, and they shall be properly and adequately lighted by natural or artificial means during the occupancy of the building."

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Kohout, presented the report of the select Committee on Track Elevation on an ordinance for the elevation of the roadbed and tracks of the Belt Railway Company of Chicago from Madison street to Ogden avenue and Chicago Terminal Transfer Railroad Company from South 42d avenue to South 48th avenue, deferred and published Octobber 15, 1906, page 1506.

Ald. Kohout moved to amend the ordinance in the following manner:

After the last word, "work," in Section 16, insert:

"And provided further that, as to that portion of the elevation of the tracks of The Belt Railway Company of Chicago, lying south of 12th street, required under the terms of this ordinance, the said Belt Railway Company shall not be required to so elevate its tracks unless and until the Town Board of the Town of Cicero shall have passed an ordinance which shall agree in its provisions, as to the construction of subways at the various streets, and as to the plane of elevation, with the provisions of this ordinance."

The motion prevailed.

Ald. Kohout moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Requiring the Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company, respectively, to elevate the plane of certain of their roadbeds and tracks within the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company are each, respectively, hereby ordered and required to elevate the plane of their roadbeds and tracks within the limits of the City of Chicago in manner and upon the conditions hereinafter specified, that is to say:

Paragraph 1. Beginning at a point about twenty-five (25) feet south of the south line of West Madison street on the existing elevated roadbed and tracks of the Belt Railway Company of Chicago where an elevation of 46.0 feet above city datum has been established, as provided in the ordinance passed April 6th, 1898, and published on pages 2109 to 2112 inclusive, of the official records of the Council Proceedings of the City of Chicago, from said initial point the roadbed and tracks of said company shall be elevated and shall continue in a southerly direction on a descending gradient of about 0.70 per centum for a distance of about one thousand (1,000) feet to a point between Adams and Jackson street where an elevation of not less than 39.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about two thousand one hundred (2,100) feet to a point near Lexington avenue where the same elevation of 39.0 feet above city datum shall be maintained; and crossing in said last mentioned course underneath the elevated tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.275 per centum for a distance of about one thousand feet to a point near Colorado avenue where an elevation of not less than 36.25 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand one hundred (1,100) feet to a point on the center line of Twelfth street where the same elevation of 36.25 feet above city datum shall be maintained, and crossing at grade in said last mentioned course the main tracks and the "Y" connecting tracks of the Chicago Terminal Transfer Railroad Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.019 per centum for a distance of about one thousand three hundred and twenty (1,320) feet to a point near West Thirteenth street where an elevation of not less than 36.0 feet above city datum shall be attained; thence said elevated roadbed and tracks

shall continue in a southerly direction on a level for a distance of about four thousand two hundred (4,200) feet to a point near Hinman street where the same elevation of 36.0 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.274 per centum for a distance of about two thousand three hundred (2,300) feet to a point near Ogden avenue where an elevation of about 42.3 feet above city datum shall be attained.

Paragraph 2. Beginning at a point on the west line of South Forty-second avenue on the proposed elevated roadbed and tracks of the Chicago Terminal Transfer Railroad Company at an elevation of about 33.5 feet above city datum, as established by ordinance passed January 18, 1897, and published on pages 1440 to 1457 inclusive, of the official records of the Council Proceedings of the City of Chicago; from said initial point the elevated roadbed and tracks of said company shall continue in a westerly direction on an ascending gradient of about 0.208 per centum for a distance of about one thousand three hundred and twenty (1,320) feet to a point about on the west line of South Forty-fourth avenue where an elevation of not less than 36.25 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue on a westerly direction on a level for a distance of about two thousand six hundred and forty (2640) feet to a point about on the west line of South Forty-eighth avenue where the same elevation of about 36.25 feet above city datum shall be maintained, and crossing at grade in said last mentioned course the proposed elevated roadbed and tracks of the Belt Railway Company of Chicago.

Paragraph 3. Permission and authority are hereby granted to the Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company mentioned in this ordinance, which are hereby required to elevate their roadbeds and tracks, to elevate their "Y" connecting tracks and to make such changes in the number, location and alignment of their respective main and side tracks and switch connections as may be desirable in order to carry out the provisions of this ordinance. But it is to be distinctly understood that where the east "Y" track crosses West Twelfth street it shall be at an elevation of not less than 36.25 feet above city datum at the top of the rail.

Paragraph 4. Should the Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company mentioned in Paragraphs 1, 2 and 3 of Section 1 of this ordinance, which are required to elevate the plane of their roadbeds and tracks agree and decide among themselves to eliminate the grade crossing at South Forty-sixth avenue south of Colorado avenue, between their roadbeds and tracks, by going over and underneath each other, then in and that event they are hereby authorized and empowered to do so in such manner and upon such terms and conditions as they may now or at any time hereafter agree upon, provided such agreement shall in no wise change the grade or gradients now established in Paragraphs 1, 2 and 3 of Section 1 of this ordinance, at Colorado avenue, West Twelfth street, South Forty-fourth avenue and South Forty-eighth avenue.

Paragraph 5. Nothing in this ordinance contained shall prevent the companies owning their tracks mentioned herein from changing the location of their said tracks by mutual agreement, as they may deem necessary, provided that no change of location shall be made that will prevent the separation of the grades of said tracks as contemplated in this ordinance.

Paragraph 6. Permission and authority are hereby granted to the Belt

Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company to elevate their tracks leading to their yards lying north and south of West Twelfth street and adjoining the right of way of the Belt Railway Company of Chicago where it is necessary to make connection with the elevated roadbed and tracks of the Belt Railway Company of Chicago, as hereinbefore provided, and extending over and across West Twelfth street, and to make such changes in the number, location and alignment of their tracks as said companies may deem necessary to carry out the provisions of this ordinance.

Paragraph 7. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

SECTION 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits, shall be composed of sand, cinders, slag, clay, gravel, loam, broken stone, or whatever else may compose the surplus material excavated from the subways and from the foundation pits and trenches along the line of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right of way of said companies, such portions of said embankments at all such points shall be kept within the right of way lines by, or they shall be confined between retaining walls of concrete, stone or brick masonry; Provided, however, that whenever said retaining walls are of insufficient height to properly protect said right of way and to prevent trespassing thereon, then said retaining walls as aforesaid, shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all, the right of way of said companies shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

SECTION 3. The said elevated tracks shall be carried across all intersecting streets, avenues and alleys which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans, whose superstructure shall consist of iron or steel girders, with iron or steel main floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry as indicated in the schedule of subways, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right of way and in the center and curb lines of the intersecting streets and avenues, as provided in the schedule of subways herein contained. Provided if it shall be found necessary to construct any retaining or side walls in connection with any approaches to subways to support the adjoining property line along the depression to subways, then such walls may be constructed within the limits of the street, alley or public way upon which such approach is situated, and the abutments or side walls of the subway itself reached by such approach may be correspondingly advanced into the street so as to be in a continuous straight line with the approach wall; and in any such case the other details and dimensions of the subway given in the attached schedule of the subways may be changed as far as necessary to accord with the location of retaining or side walls or abutments aforesaid.

SECTION 4. Paragraph 1. Subways shall be constructed beneath the tracks of the Belt Railway Company of Chicago where said tracks are intersected and crossed by West Jackson street, West Van Buren street, West Congress street, West Harrison street, Lexington avenue, West Polk street, Colorado avenue, West Twelfth street, West Fourteenth street, West Sixteenth street, and West Twenty-second street.

Paragraph 2. Subways shall be constructed beneath the tracks of the Chicago Terminal Transfer Railroad Company where said tracks are intersected and crossed by West Twelfth street, South Forty-fourth avenue, and South Forty-eighth avenue.

Paragraph 3. As to the subways mentioned in Section 4, Paragraph 1 of this ordinance, the subways in West Jackson street, West Van Buren street, West Congress street, West Harrison street, Lexington avenue, West Polk street, Colorado avenue, West Fourteenth street, West Sixteenth street, and West Twenty-second street, said subways shall be constructed by the Belt Railway Company of Chicago.

Paragraph 4. As to the subways mentioned in Section 4, Paragraph 2 of this ordinance, the subways in South Forty-fourth avenue, and South Forty-eighth avenue, said subways shall be constructed by the Chicago Terminal Transfer Railroad Company.

Paragraph 5. As to the subway mentioned in Section 4, Paragraphs 1 and 2 of this ordinance, the subway in West Twelfth street shall be constructed jointly by the Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company in conjunction with each other as follows, to-wit: The Belt Railway Company of Chicago shall construct all that portion of said subway lying east of its west right of way line and also the east approach thereof; and the Chicago Terminal Transfer Railroad Company shall construct the remaining portion of said subway and the west approach thereof.

Paragraph 6. As to the subways mentioned in Section 4, Paragraph 1 of this ordinance, the subways in West Twelfth street, West Fourteenth street, West Sixteenth street, and West Twenty-second street, the east approach to said subways and that portion of said subways located upon its right of way within the corporate limits of the City of Chicago shall be constructed by the Belt Railway Company of Chicago.

Paragraph 7. As to the subway mentioned in Section 4, Paragraphs 1 and 2 of this ordinance, that portion of the subway in West Twelfth street within the limits of its right of way and located within the corporate limits of the City of Chicago shall be constructed by the Chicago Terminal Transfer Railroad Company.

SECTION 4a. The several subways hereinbefore referred to in Section 4 of this ordinance and which shall be constructed with the elevation upon which such tracks are to be placed, shall as to their size and dimensions, locations and other details be in accordance with the following schedule:

Subway in West Jackson Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 23.0 feet above city datum. This level shall extend to a point ten feet beyond the portal of the subway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Van Buren Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 23.0 feet above city datum. This level shall extent to a point ten feet beyond the portal of the subway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Congress Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 23.0 feet above city datum. This level shall extend to a point ten feet beyond the portal of the subway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Harrison Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 23.0 feet above city datum. This level shall extend to a point ten feet beyond the portal of the subway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in Lexington Avenue, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 23.0 feet above city datum. This level shall extend to a point ten feet beyond the portal of the subway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Polk Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 22.28 feet above city datum. This level shall extend to a point ten feet beyond the portal of the subway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in Colorado Avenue, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 20.5 feet above city datum. This level shall extend to a point ten feet beyond the portal of the subway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about

one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 13.5 feet.

Subway in West Twelfth Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 19.0 feet above city datum. This level shall extend to a point ten feet beyond the east portal of the subway. From this level the east approach shall extend on a grade of not to extend 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 13.5 feet.

Subway in West Fourteenth Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 20.5 feet above city datum. This level shall extend to a point ten feet east of the east portal of said subway. From this level the east approach shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Sixteenth Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 20.5 feet above city datum. This level shall extend to a point ten feet east of the east portal of said subway. From this level the east approach shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of

posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Twenty-second Street, Under the Roadbed and Tracks of the Belt Railway Company of Chicago. (Street, 150 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 20.5 feet above city datum. This level shall extend to a point ten feet beyond the east portal of the said subway. From this level the east approach shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 13.5 feet.

Subway in South Forty-fourth Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide.)

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 20.5 feet above city datum. This level shall extend on the north ten feet beyond the north portal of the subway, and on the south ten feet beyond the south portal of the subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in South Forty-eighth Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide.)

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 20.5 feet above city datum. This level shall extend on the north ten feet beyond the north portal of the subway, and on the south ten feet beyond the south portal of the subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of

posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in West Twelfth Street, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 19.0 feet above city datum. This level shall extend to a point ten feet beyond the west portal of the subway. From this level the west approach shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the established grade of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 13.5 feet.

SECTION 4b. The grade of all the streets that intersect the approaches to subways described in Section 4 of this ordinance shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of the approaches connect with the established grade of the street, and said vertical curve shall extend not less than twenty (20) feet each side of said intersection of grades, and the middle ordinate of the vertical curve shall be equal to one-half of the difference between the elevation of the points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be required for the depression of such subways and the approaches thereto. But the depressed portions of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and other similar substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found shall be replaced, or suitable expedients shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by the respective railway and railroad companies as indicated in Section 4a and at their sole expense, except as herein otherwise provided, and if in the construction of any of said subways or approaches it shall become necessary to disturb, remove, or destroy any pipes, conduits, wires or other property belonging to any private corporation or individual, all of the cost and expense thereof, and all damage therto shall be borne and assumed by the City of Chicago, and the said city will by condemnation, purchase or otherwise secure to said rail way and railroad company the free and uninterrupted right to prosecute its or their work, and will save the said railway and railroad companies harmless from any and all claims, demands and suits arising therefrom and all damages which may be recovered therefrom.

SECTION 6. The grades of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed in accordance with the provisions of this ordinance, along the line of the several subways

shall be and the same are hereby changed so as to conform to the grades of such subways as they shall be depressed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several subways wherever the streets are depressed, as provided for in this ordinance, by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers; provided, further, that if no adjacent city sewer exists at the time when the said tracks shall be elevated and the said several sewers constructed, such sewers as may be necessary to properly drain said subways shall be constructed at the expense of the railway or railroad company mentioned in this ordinance which owns or own the tracks crossing the several subways drained and in proportion to the number of tracks crossing such subways; and further, provided, that when any street in which a sewer is constructed by a railway or railroad company, is improved with a pavement, the total expense of constructing the sewer as above provided, shall be assessed against the property benefited and the amount paid by the railway or railroad company over and above its or their fair assessed proportion of the same be repaid to said railway or railroad company and within the same time limit as shall be provided in the contract for making such improvements. In case the lowest point of the surface of said subways should be below the grade of the adjacent sewer, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said railway and railroad companies at their expense.

SECTION 8. Paragraph 1. The subways and the approaches thereto so to be constructed by said companies, in said streets and avenues aforesaid, shall all conform to the following structural requirements in this section mentioned, namely: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface, between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound hard limestone or concrete masonry of standard dimensions and finish, and the sidewalks shall be finished and paved with Portland cement concrete of standard quality and workmanship and with the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago.

The approaches to subways shall be excavated to the grades established by this ordinance and shall be in all other respects restored as near as may be to their condition before being so excavated. The paving and sidewalks in subways where streets or avenues are not depressed shall be the same as in the adjoining parts of such streets or avenues, if such paving and sidewalks exist at the time of construction of said subways, if not, whenever such paving and sidewalks shall be provided.

Each of said railway and railroad companies shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars, conditioned that said railway and railroad companies shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of

ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, the railway and railroad companies hereby agree to keep and maintain said improvement without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned by or through the use of faulty or inferior material or workmanship; provided, however, the railway and railroad companies herein specified shall not be required to keep or maintain any part of said improvement under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago.

If either of said companies shall fail, neglect or refuse to repair, keep and maintain the said work in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from said railway or railroad company, or companies mentioned in this ordinance,

Paragraph 2. As to the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railway or railroad company, or companies, at their expense, in such portions of said streets as are required to be constructed by said company, or companies, except that said railway or railroad company, or companies, shall not be required to restore any part of the paving of approaches or subways which it is the duty of any street railway company or other corporation itself to resore under existing laws or ordinances.

Paragraph 3. Said company, or companies, shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said railway or railroad company, or companies, as is mentioned in this ordinance, except that such company or companies, shall not be required to pave or depress any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by such elevation, shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages, depress and conform the grade of its track or tracks to the said change of grade of said streets both during and after depressing said streets, and nothing in this ordinance shall operate to be held to relieve such street railway companies from any liability now existing of paving such street between or on either side of its tracks in the manner and form as now required, or of making the necessary depressions as hereinbefore provided.

Paragraph 5. Nothing in this ordinance contained shall be so construed as

to require the said railway and railroad companies, or either of them, to assume or pay any incidental or consequential damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation, depression or change of grade or location made in any of the public avenues, streets or alleys, or of the railways of either of said companies, or to defend any suit or suits which may be brought against the said railway or railroad companies, or either of them, or against the City of Chicago, or against any other party or parties for the recovery of any such damages; but it is understood and the City of Chicago hereby agrees that all such damages, if there are any, shall be adjusted and paid by the City of Chicago, and the said city will assume the defense of any and all suits brought for the recovery of the same intervening therein if necessary for such purposes and will wholly relieve said railway and railroad companies from defending the same, and will assume and pay all judgments recovered therein; provided, however, that each of said companies shall be liable respectively for such damage as may arise from the negligent performance by said company of any of the obligations imposed upon it by this ordinance. The above stipulations in this paragraph are, however, upon the condition precedent that in case any suit be brought against any of said companies, said company will before the last day to plead therein give notice in writing to the Mayor and Corporation Counsel of said City for the purpose of enabling such defense to be made by the City.

Paragraph 6. Whenever the elevated roadbed and tracks constructed under and in accordance with the provisions of this ordinance shall pass over any street, alley, avenue or public way at which according to the terms of this ordinance a subway is required to be constructed by said railway or railroad company, or companies, which street, alley, avenue or public way shall not already be paved or provided with sidewalks at the time of such construction, and for which pavement or sidewalks no ordinance shall have been passed by the City Council of the City of Chicago, then and in that case the paving of such subway shall be delayed until the improvement of the portions of the street contiguous shall be ordered by the City Council and the contract therefor shall be let. Thereupon upon notice from the Commissioner of Public Works, said company or companies, shall proceed at once with the work of paving or with the construction of sidewalks in accordance with the provisions of Section 8, Paragraphs 1 to 4 inclusive, of this ordinance. Should any company, or companies, after such notice fail or neglect so to proceed with its work, the Commissioner of Public Works of the City of Chicago shall have and is hereby given the right, power and authority to take charge of and cause such work to be done, and the expense thereof shall thereupon be paid by such delinquent company, or companies.

Paragraph 7. Said railway and railroad company, or companies, and any contractor employed by it, or them, in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

Section 9. All the work hereinbefore in this ordinance required to be done by said company, or companies, upon or in connection with the public avenues and streets of the city shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said City. At least ten (10) days prior to the commencement of any part of such work the plans and

specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance in so far as this ordinance contains specific provisions, if they shall be satisfactory to the Commissioner of Public Works in regard to matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 10. Permission and authority are hereby given to said companies, or either of them, whenever the same shall be necessary in the prosecution of the work they are herein authorized or required to perform, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works; and they are also hereby authorized whenever the same shall become necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of their said elevated railroads, subject to the like approval of the Commissioner of Public Works.

SECTION 11. When the said railway and railroad companies in Section 1 of this ordinance mentioned shall have elevated their respective tracks in accordance with the terms of this ordinance, so that the same shall be ready for use, then and thereupon all provisions of the ordinances of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, the ringing of locomotive bells, the use of train or engine lights, the sounding of signals before starting trains and the maintenance of gates, flagmen, watchmen, signals and signal towers shall cease to be applicable to said railroads; provided, however, this ordinance is not to be construed as a waiver or surender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons, save employes of said companies, or any of them, in the discharge of their duties to enter or be upon or to walk along or across the said elevated structure or roadway at any place. If any person shall willfully trespass upon said elevated roadway, such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one hundred dollars for each and every offense.

SECTION 12. In consideration of the acceptance of this ordinance by said railway and railroad companies and of the agreement by said companies to do and perform all the obligations imposed upon them by this ordinance, the City of Chicago upon its part undertakes and agrees that upon the lines of railroads described in Paragraphs one (1) and two (2) of Section 1 of this ordinance, if it shall at any time require a crossing at any street or streets, avenue, alley or public way for which no subway is provided in the schedule of subways contained in this ordinance, or shall open, lay out or extend any street, avenue or public way across the right of way of said companies, or either of them, between West Madison street on the north and Ogden avenue on the south, under the tracks of the Belt Railway Company of Chicago; and between South 45th avenue on the east and South 48th avenue on the west, under the tracks of the Chicago Terminal Transfer Railroad Company, such crossings shall be made by subways only and no claim for compensation on account of land taken for right of way of said street or streets, avenue, alley or public way shall be made by said railway or railroad company, or com-

panies, whose right of way is to be crossed, and such waiver of compensation shall attach to and run with such lands in the hands of any grantee or grantees of said railway or railroad company, or companies, but the sole cost and expense of the construction of such subway or subways and of such bridge or bridges, as may be necessary to carry all the tracks on said companies' right of way shall be borne and paid for by the City of Chicago without expense to said railway and railroad company, or companies, mentioned in this ordinance. And in no case shall any such bridge or bridges, or such subway or subways so to be built be inferior in any respect to the bridges and subways to be built by said railway and railroad companies under the terms of this ordinance. Such bridge or bridges, subway or subways so to be built at the expense of said city shall conform in all respects to the general form and quality of material of the bridges and subways provided for in this ordinance to be built at the expense of said railway and railroad companies, except as to such changes in the details thereof as may be agreed upon by the City Engineer of the City of Chicago and the Chief Engineer of said railway and railroad company, or companies. The work of such construction shall be done by the railway and railroad companies and the amount to be paid by the City of Chicago for such work and construction shall not exceed the actual and reasonable cost thereof. Such bridges respectively, shal support all the tracks of said companies then existing and in use across the proposed street or streets, avenues, alleys or public way at the time of the construction of such subway or subways across such right of way. But said railway and railroad company, or companies, shall not be required to do any work toward the construction of any such subways until the cost thereof as may be estimated by the City Engineer and the Chief Engineer of said railway or railroad company, or companies, shall have been first paid over to said railway or railroad company, or companies, or deposited in some responsible bank for its or their benefit and to be paid over to said railway or railroad company, or companies, at once upon the completion of said work. The grade of the roadbed and tracks of said railway or railroad company, or companies, shall be and remain at the grade hereinbefore specified.

Section 13. The elevation of the roadbed and tracks of the Belt Railway Company of Chicago, as required by the provisions of this ordinance, and the use and operation of said tracks when so elevated being impracticable unless and until the roadbed and tracks of the elevated railway built by the Metropolitan West Side Side Elevated Railway Company which elevated railway crosses above the Belt Railway Company of Chicago between Harrison street and Flournoy street shall be raised at the crossing to a sufficient height above the proposed elevated tracks of said Belt Railway Company of Chicago to prevent any obstruction to or interference with the construction, maintenance, use and operation of such proposed elevated tracks, said Metropolitan West Side Elevated Railway Company is hereby ordered and required to elevate the plane of the roadbed and tracks of its elevated railway at the crossing aforesaid, to such a height above the roadbed and tracks of the Belt Railway Company of Chicago when raised to the elevation herein required that there shall be a minimum clearance of headway of not less than twenty (20) feet between the proposed elevated tracks of said last named railway company at the lowest part of the overhead structure of said Metropolitan West Side Elevated Railway Company; the tracks of said elevated railway company on each side of said cross to be adjusted to connect with the tracks laid upon the overhead structure at said crossing in such a manner and using such gardients as said

elevated railway company may deem proper.

Said Metropolitan West Side Elevated Railway Company shall begin the work of elevating its roadbed and tracks at said crossing within thirty (30) days after said Belt Railway Company of Chicago shall have notified said Metropolitan West Side Elevated Railway Company that they are ready at said point of crossing to commence the work of elevation of its track herein ordered and required. The work of such elevation by said Metropolitan West Side Elevated Railway Company shall be fully and finaly completed within ninety (90) days after the expiration of the thirty days mentioned in said notice herein provided to be given to it by said above mentioned railway company; and in case of a failure or default on the part of said Metropolitan West Side Elevated Railway Company, its successors or assigns, to complete the work of such elevation within the period of ninety (90) days, said Metropolitan West Side Elevated Railway Company shall pay the City of Chicago as assessed, agreed and liquidated damages the sum of two hundred ($200.00) dollars per day for each and every day that said default shall continue, and such elevation of the structure and tracks of said Metroplitan West Side Elevated Railway Company shall remain unfinished and incomplete, it being agreed that said sum of two hundred ($200.00) dollars per day is not a penalty but is the actual amount of damage that will be sustained by the City of Chicago through any such default on the part of said Metropolitan West Side Elevated Railway Company. But the foregoing provision in relation to the payment of said damage shall not be in any way held to interfere with the rights to be derived by the City under the provisions contained in Section 14 of this ordinance, but shall be deemed and construed as an additional remedy in behalf of the city in case of default on the part of the Metropolitan West Side Elevated Railway Company. The time of delay, if any, occasioned by strikes, riots, or unavoidable accidents shall be added to the ninety (90) days above provided for the completion of said work.

Section 14. The Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company, who are required to elevate their tracks, shall commence the work of such elevation after the Metropolitan West Side Elevated Railway Company's elevated road shall be raised at the crossing of that road, over the proposed elevated tracks of the above two named companies to the elevation required by Section 13 of this ordinance; provided this ordinance shall have been accepted by the said above mentioned railway and railroad companies hereby required to elevate their tracks.

After such work has been commenced the same shall be fully and finally completed on or before the 31st day of December, A. D. 1916, unless prevented by strike or strikes, or restrained by injuction or other order or process of a court of competent jurisdiction.

The time during which said railway and railroad companies shall be prevented by strike or strikes, or legal proceedings, as aforesaid, shall be added to the time hereby limited for the completion of said work; provided said railway and railroad company, or companies, give notice in writing to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain, or in any manner interfere with the prosecution of said work and move for a dissolution of such injuction and restraining order and for any other proper order in such suit.

Section 15. Each of said companies which are required by this ordinance to elevate its tracks including the Metro-

politan West Side Elevated Railway Company shall do its portion of the work in accordance with the terms hereof in apt and proper time so as not to interfere with the proper and orderly prosecution of such work as a whole. Should any of said companies fail or neglect so to prosecute its work the Commissioner of Public Works of the City of Chicago shall have, and he is hereby given the right, power and authority to give ten (10) days' notice in writing to such delinquent company to prosecute such work. If such company shall fail or neglect to comply with said notice the Commissioner of Public Works may take charge of and cause such work to be done and the expense thereof shall thereupon be paid by such delinquent company.

SECTION 16. The Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company are hereby required to commence the work of elevating their roadbed and tracks as hereinbefore specified, on or before the first day of May, A. D. 1907, and shall fully and finally complete the same on or before the 31st day of December, A. D. 1916; except that the time during which said companies shall be prevented from work by strikes, and the time during which it shall be restrained by injunction or other order or process of a court of competent jurisdiction, of which it shall have given notice to the Corporation Counsel of the City of Chicago, and the time in excess of ninety (90) days from the filing of the agreement mentioned in Section 18 of this ordinance, the structure and tracks of the Metropolitan West Side Elevated Railway Company shall have been raised as hereinbefore described in Section 13 of this ordinance, to a height of not less than twenty (20) feet above the elevated tracks hereby required and the time during which any of the said companies required by this ordinance to elevate their respective roadbeds and tracks may be delayed in such work without its own fault, in consequence of any other of said companies to do the work by this ordinance required of it, or in consequence of the failure of any street railway company or corporation to grade or pave any part of any subway or approach required to be graded or paved by such last named street railway company or corporation shall be added to the date herein fixed for the completion of said work; and provided further that, as to that portion of the elevation of the tracks of the Belt Railway Company of Chicago, lying south of 12th street, required under the terms of this ordinance, the said Belt Railway Company shall not be required to so elevate its tracks unless and until the Town Board of the Town of Cicero shall have passed an ordinance which shall agree in its provisions, as to the construction of subways at the various streets, and as to the plane of elevation, with the provisions of this ordinance.

SECTION 17. Nothing in this ordinance named or contained shall be so construed as to prevent said railway or railroad company, or either of them, from locating and constructing the abutments which form the walls of the subways at a sufficient distance back from the building or lot line of the streets, boulevards or avenues, for the purpose of constructing and maintaining in the spaces or recesses so left between said abutments and said building lines, station buildings with all necessary ticket offices and waiting rooms, or other buildings fronting on said streets, boulevards or avenues uniform with the said building lines thereof and entirely within the lines limiting and bounding the right of way of said railway or railroad companies, or either or them, and for the further purpose of constructing and maintaining within said lines stairways and the approaches leading to and from said station builidngs to the elevated platform and tracks above the same for the accommodation and convenience of the passenger traffic of

said railway and railroad companies, or for any other purpose in connection with efficient maintenance and operation of the lines.

Any and all portions of any streets, alleys or avenues, extending into or across any of said lines or railway within the limits hereinbefore provided for the elevation of said roadbeds or any of them, except the streets and avenues enumerated above in Section 4, and in which subways are required to be constructed, shall be and the same are hereby discontinued, and vacated under the elevated roadbeds and tracks in the ordinance described and within the limits of the right of way of any of the said railway or railroad companies, and the City of Chicago shall at any time take any proceedings essential to perfect or effectuate such vacation.

SECTION 8. This ordinance shall take effect from and after its passage, approval and publication; provided, however, that this ordinance shall be null and void if said Belt Railway Company of Chicago and the Chicago Terminal Transfer Railroad Company, which are by this ordinance required to elevate their railway tracks, shall not through their respective authorized officers file with the City Clerk of the City of Chicago within sixty (60) days from the passage and approval by the Mayor of this ordinance, agreement or agreements duly executed, whereby said railway and railroad companies shall undertake to do and perform all the matters and things required of them by this ordinance. After the filing of said agreement or agreements, by said companies, and not before, this ordinance shall not be materially modified or amended without the consent of said companies affected by the proposed modification, unless said companies shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement.

Nothing in this ordinance shall be a waiver or surrender of the police powers of the city or be taken in any way to deprive the City of Chicago of the right to properly exercise such power.

The Clerk, on motion of Ald. Kohout, presented the report of the select Committee on Track Elevation on an ordinance for the elevation of the roadbed and tracks of the Chicago, Burlington and Quincy Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago and Northwestern Railway Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, the Illinois Northern Railway Company, and the Metropolitan West Side Elevated Railway Company, deferred and published October 15, 1906, page 1523.

Ald. Kohout moved to amend the ordinance as published by striking out the word and figure, "two (2)," in the seventh line of Section 7, page 1549, and by inserting in lieu thereof the word and figure, "three (3)."

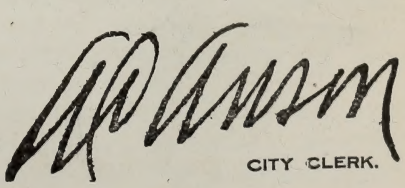
The motion prevailed.

Ald. Uhlir moved to defer further consideration of the report until the next regular meeting of the Council.

The motion prevailed.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed and the Council stood adjourned to meet on Monday, October 29, 1906 at 7:30 P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO, ILLINOIS

Regular Meeting, Monday, October 29, 1906

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

[illegible]

[illegible]

[illegible]

MINUTES.

[illegible]

[illegible]

[illegible]

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, October 29, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, October 31, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race and Hunter.

Absent—Ald. Foreman.

MINUTES.

Ald. Kohout moved to correct the minutes of the regular meeting of the Council held on Monday, October 22, 1906, by substituting the number "17" for the number "7" in the fourth line of the second paragraph, right hand column, page 1788.

The motion prevailed.

Ald. Kohout moved to approve the minutes of the last regular meeting as corrected, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction dur-

ing the week ending October 27, 1906, together with the cause of each release:

Richard O'Keefe, released for Ald. Dever.

Joseph Schuelke, released for Stanley Kunz.

Samuel Grant, released for mother.

Carnimo Petrello, released for M. Lancaster.

Henry C. Watson, released for C. J. Allen.

F. L. Thompson, released for wife.

Geo. Davis, released for Geo. Fleming.

Peter Glanzik, released for father.

Otto Shamel, released for J. J. Broderick.

Peter Brun, released for Ald. Dougherty.

Philip Reilly, released for Ald. Bowler.

John Randolph, released for Ald. Coughlin.

Chas. I. Newton, released for Ald. Conlon.

Frank Langer, released for father.

Elizabeth Loderbauer, released for Ald. Hahne.

Geo. Lynch, released for Mr. White.

Wm. Cashman, released for mother.

Thos. Burns, released for Frank Conden.

James Gibson, released for Mrs. Corbett.

John Grady, released for Joliet Penitentiary.

Adolph Davidoff, released for mother.

Earl Von Horn, released for C. F. Von Horn.

Which was ordered published and placed on file.

ALSO,

A communication transmittting a communication from the Commissioner of Buildings requesting the appointment of competent persons to revise the "Building Ordinance," and further advising that action be deferred on all pending amendments thereto until the proposed commission should act.

Ald. Dixon moved to defer consideration thereon until certain proposed amendments to the "Building Ordinance" were taken up.

The motion prevailed.

ALSO,

The following veto message:

MAYOR'S OFFICE,
October 29, 1906.

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—I return herewith, without my approval, an order passed at the last regular meeting of your Honorable Body, and published at pages 1703-1704 of the current printed Council Proceedings, directing the Commissioner of Public Works to issue a permit authorizing the erection and maintenance of an illuminated sign in front of No. 3845 State street, for the reason that the subject of illuminated signs is covered by the city ordinances, which should be complied with.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Harkin moved to reconsider the vote by which the order referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Harkin moved that the order be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
October 29, 1906.

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—I return herewith, with-

out my approval, an order passed at the last regular meeting of your Honorable Body, and published at page 1716 of the current printed Council Proceedings, directing the Commissioner of Public Works to issue a permit to hang a wooden sign in front of the building at 304-306-308 Grand avenue, for the reason that signs of this character are dangerous and likely to cause injury to life and limb or damage to property.

I respectfully recommend that the vote by which the said order was passed be reconsidered and that the said order be referred to the Committee on Building Department.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Sitts moved to reconsider the vote by which the order referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Sitts moved that the order be referred to the Committee on Building Department in accordance with the recommendation of His Honor, the Mayor.

The motion prevailed.

ALSO,

The following veto message:

MAYOR'S OFFICE,
October 29, 1906.

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, and published at page 1760 of the current printed Council Proceedings, granting permission to the Best Brewing Company of Chicago to install and operate lines of electric wires for the purpose of transmitting electricity, to generate heat, across Fletcher street, for the reason that the said ordinance is not in the usual form, in that it omits a provision making the rights granted revocable by the Mayor at his discretion.

I respectfully recommend that the vote by which the said ordinance was passed be reconsidered, and that the same be repassed, without the usual reference to a committee, with the following amendments:

Amend the said ordinance by striking therefrom Section 2 and substituting therefor a new section to be known as Section 2, which shall read as follows:

"Section 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto upon the revocation of such permission and authority by the Mayor at his discretion; provided, further, that this ordinance shall be subject to amendment, modification or repeal at any time after the passage hereof."

Amend Section 5 of said ordinance by adding to the said section the following language:

"It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if the said grantee, or its assigns, fail to promptly pay any installment of said compensation."

Respectfully submitted,

E. F. DUNNE, *Mayor.*

Ald. Bennett moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Bennett moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance, as amended, was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to the Best Brewing Company of Chicago, a corporation, to install, construct, maintain and operate a line or lines of electric wires for the purpose of transmitting electricity to generate light under and across Fletcher street, in the City of Chicago, Illinois, from the building known as No. 1051 Fletcher street to the warehouse known as No. 1050 Fletcher street. The said line or lines of wires shall be installed, repaired and operated in a conduit not more than six (6) inches in diameter, to be constructed by the said Best Brewing Company under said street at said place in accordance with plans to be approved by the Commissioner of Public Works, and said work to be done to the satisfaction of the Commissioner. Said line or lines of wires shall be operated and maintained only for the purpose of furnishing light to the premises and property of the said Best Brewing Company of Chicago.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto upon the revocation of such permission and authority by the Mayor at his discretion; provided, further, that this ordinance shall be subject to amendment, modification or repeal at any time after the passage hereof.

SECTION 3. This ordinance shall not go into effect until the said grantee shall execute and deliver to the City of Chicago a written acceptance of the same, and also a bond to the City of Chicago in the penal sum of Ten Thousand ($10,000.00) Dollars, with sureties to be approved by the Mayor, conditioned upon the observance and faithful performance of all and singular the conditions and provisions of this ordinance, and further conditioned to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, and liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against, be charged to or recovered from said City of Chicago by reason of the passage of this ordinance or by reason of any act or thing done by said grantee herein by virtue of the authority herein granted. If, at any time after the execution and delivery of the said bond to the City of Chicago as aforesaid, the Mayor of said City of Chicago shall be of the opinion that the sureties upon said bond are insufficient, the said grantee shall, within five (5) days after the receipt of written notice to that effect, execute and deliver to the City of Chicago a new bond conditioned as aforesaid, with sureties to be approved by the Mayor, and in default thereof the rights and privileges herein granted shall cease and determine.

SECTION 4. No work of installing or constructing said conduit or of the installing of wires therein shall be done under the authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works.

SECTION 5. The rights herein granted

are upon the express condition that said grantee, its successors and assigns, as compensation for the privileges conferred by this ordinance, pay to the City of Chicago within thirty (30) days after the passage of this ordinance the sum of fifteen and no one-hundredths ($15.00) dollars, and an equal sum upon the first day of June of every year thereafter during the life of this ordinance. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if the said grantee, or its assigns, fail to promptly pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided the acceptance hereinbefore mentioned and the bond hereinbefore provided for be filed within thirty (30) days from the passage thereof.

ALSO,

The following veto message:

MAYOR'S OFFICE,
October 29, 1906.

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, and published at page 1767 of the current printed Council Proceedings, vacating parts of certain alleys in the interest of one S. H. Wheeler, for the reason that by Section 1 of the said ordinance it is provided that the vacation shall not become effective until the dedication of parts of certain lots. Said section does not provide that the property dedicated shall be opened for the public use prior to the taking effect of said vacations, while by Section 2 it is provided that the said ordinance shall be null and void if the dedication does not take place within thirty days and the opening of the land dedicated for public use within ninety days.

I think the ordinance is ambiguous and should be drafted so that the vacations provided for should not take effect until after the land it is proposed to dedicate has been opened up for public use.

I therefore respectfully recommend that the vote by which the said ordinance was passed be reconsidered and that the same be repassed, without the usual reference to a committee, in the following amended form:

"Section 1. That the twelve (12) foot north and south alley, being the east twelve (12) feet of the west seventeen and seventy-two hundredths (17.72) feet of that part of Lots three (3) and four (4), lying between the south line of Park avenue and the north line of West End avenue, of Curtis and Runyan's Subdivision of the east five (5) acres of the west half (½) of the southwest quarter (¼) of Section eleven (11), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian, and also the alley running east and west and lying between the west line of the above described north and south alley and a line twelve (12) feet east of and parallel to the west line of Lots one (1) and twelve (12), in Block two (2) of Garfield Park Addition to Chicago, a re-subdivision of Blocks one (1), two (2) and three (3), in Evans' and other subdivision of Blocks one (1) to four (4), in Osborn's Subdivision of the west five (5) acres of the east ten (10) acres of that part of the east half (½) of the west half (½) of the southwest quarter (¼), south of Lake street, in the said Section eleven (11), being those portions of the said alleys shown in red and marked "to be vacated" on the plat hereto attached and made a part hereof, and to which express reference is had, be and the same are hereby va-

cated and closed; provided, however, that this ordinance shall not take effect and the vacations herein provided for shall not become effective until S. H. Wheeler shall have executed and filed a plat in the office of the Recorder of Deeds of Cook County, Illinois, making a valid dedication to the City of Chicago for the use of the public of the west twelve (12) feet of said Lots one (1) and twelve (12) in said Block two (2), the portions of said lots so to be dedicated being those portions of said lots shown in yellow and marked 'to be dedicated' on the said plat; and provided, further, that said plat shall be so filed within thirty (30) days from the date of the passage of this ordinance, and that said two strips of land herein required to be dedicated be opened for public use within ninety (90) days from the passage of this ordinance.

"Section 2. This ordinance shall take effect and be in force from and after its passage; provided, that if said two strips of land herein required to be dedicated be not so dedicated within thirty (30) days from the passage of this ordinance, and be not opened for public use within ninety (90) days from the passage of this ordinance, then this ordinance shall be null and void and of no effect."

Respectfully submitted,

E. F. Dunne,
Mayor.

Ald. Bennett moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Bennett moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance, as amended, was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

Section 1. That the twelve (12) foot north and south alley, being the east twelve (12) feet of the west seventeen and seventy-two hundredths (17.72) feet of that part of Lots three (3) and four (4) lying between the south line of Park avenue and the north line of West End avenue, of Curtis and Runyan's subdivision of the east five (5) acres of the west half (½) of the southwest quarter (¼) of Section eleven (11), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian, and also the alley running east and west and lying between the west line of the above described north and south alley and a line twelve (12) feet east of and parallel to the west line of Lots one (1) and twelve (12) in Block two (2) of Garfield Park addition to Chicago, a re-subdivision of Blocks one (1), two (2) and three (3) in Evans and others subdivision of Blocks one (1) to four (4) in Osborn's subdivision of the west five (5) acres of the east ten (10) acres of that part of the east half (½)

of the west half (½) of the southwest quarter (¼), south of Lake street, in the said Section eleven (11), being those portions of the said alleys shown in red and marked "to be vacated" on the plat hereto attached and made a part hereof, and to which express reference is had, be and the same are hereby vacated and closed; provided, however, that this ordinance shall not take effect and the vacations herein provided for shall not become effective until S. H. Wheeler shall have executed and filed a plat in the office of the Recorder of Deeds of Cook County, Illinois, making a valid dedication to the City of Chicago for the use of the public of the west twelve (12) feet of said Lots one (1) and twelve (12) in said Block two (2), the portions of said lots so to be dedicated being those portions of said lots shown in yellow and marked "to be dedicated" on the said plat; and provided, further, that said plat shall be so filed within thirty (30) days from the date of the passage of this ordinance and that said two strips of land herein required to be dedicated be opened for public use within ninety (90) days from the passage of this ordinance.

SECTION 2. This ordinance shall take effect and be in force from and after its passage; provided, that if said two strips of land herein required to be dedicated be not so dedicated within thirty (30) days from the passage of this ordinance, and be not opened for public use within ninety (90) days from the passage of this ordinance, then this ordinance shall be null and void and of no effect.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last preceding meeting of the Council:

Acceptance of Pennsylvania Company, South Chicago and Southern Railroad Company, Baltimore and Ohio Railroad Company, Baltimore and Ohio and Chicago Railroad Company, Lake Shore and Michigan Southern Railway Company, under track elevation ordinance of June 25th, 1906; acceptance of Pennsylvania Company, under ordinance of October 1st, 1906; and acceptance of the South Park Commissioners, under ordinance of October 30th, 1905, as amended by ordinances of January 22d, 1906, and April 7th, 1906.

Which was placed on file.

ALSO,

A report containing the following list of failures on the part of grantees under ordinances to file acceptances and bonds thereunder within the time therein prescribed:

Fred E. Lee, ordinance of July 9, 1906, to string wires, and John Hardin, ordinance of July 9, 1906, to string wires.

Which was placed on file.

ALSO,

A communication from F. B. Macomber and Geo. S. Whyte, and a communication from Horace A. Stocker protesting against the passage of the proposed ordinance authorizing the Chicago and Northwestern Railway Company to build a new passenger station, which were

Referred to the Committee on Streets and Alleys, West Division.

ALSO,

A communication from August E. Gans concerning alleged gross deception in the sale of coffee, which was

Referred to the Committee on Health Department.

ALSO,

Two petitions from citizens of the Twenty-first Ward for the purchase of electric power for street lighting by the city from the Sanitary District of Chicago, which were

Referred to the Committee on Finance.

The Commissioner of Public Works presented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, October 29, 1906.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In Marquette avenue, from 77th street southward 170 feet; size, 8 inches; probable cost, including hydrants and basins, $255.00. Pays 10 cents.

In Tripp avenue, from Dunning street northward 440 feet; size 8 inches; probable cost, including hydrants and basins, $660.00. Pays 10 cents.

Respectfully,

WM. L. O'CONNELL,

Commissioner of Public Works.

Ald. Bennett moved to concur in the recommendation and pass the order therewith.

The motion prevailed, and the order as recommended was thereby passed.

The Superintendent of Transportation presented a communication and ordinance amending Section 979 of the Revised Code of 1905, concerning the hours for closing bridges over the Chicago River, which were

Referred to the Committee on Harbors, Wharves and Bridges.

ALSO,

A communication and ordinances providing for minimum time service on all the street car lines of the city, which were

Referred to the Committee on Local Transportation.

The Board of Trustees of the Police Pension Fund presented its quarterly report for the month of October, 1906,

Which was placed on file.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented the claim of Michael J. Coughlin, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and macadamizing the present roadway of 21st street from Michigan avenue to Calumet avenue.

By unanimous consent, on motion of Ald. Kenna, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on both sides of Plymouth court, from Van Buren street to Polk street.

By unanimous consent, on motion of Ald. Coughlin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow,

Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

FOURTH WARD.

Ald. Dailey presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby directed not to issue contract for cement sidewalks on 31st street, from Stewart avenue to Loomis street, in the Fourth Ward, until May 15th, 1907.

Ald. Richert presented the following orders, which were, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby directed to defer the letting of a contract for cement sidewalks on a system of streets in the Fourth Ward under docket No. 31332 until the 15th day of May, 1907.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Anton Olszewski and James Doyle to pave 33d street with asphalt, from Halsted street to 145 feet west thereof; said work to be done to the satisfaction and approval of the Commissioner of Public Works; provided, however, that before said permit is issued the said E. F. Rennacker shall enter into a bond in the sum of ten thousand dollars ($10,000), to be approved by the said Commissioner of Public Works, to indemnify the City of Chicago against all loss or damage by reason of the granting of said permit.

Ald. Richert presented the claims of Geo. W. Appleton, John G. Uschleis and Edward Riley, which were

Referred to the Committe on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the northeasterly side of Throop street, from Archer avenue to 307 feet northwesterly of Archer avenue.

By unanimous consent, on motion of Ald. Dailey, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

FIFTH WARD.

Ald. Martin and McCormick presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to notify the Chicago City Railway Company to at once place more cars on the Archer avenue line and more cars on Canal street, between Archer avenue and 39th street.

Ald. Martin, McCormick and Dailey presented an order for ten thousand dollars ($10,000.00) additional public benefits on 31st street, between Pitney court and Stewart avenue, which was

Referred to the Committee on Finance.

Ald. McCormick presented the claim of Wm. Norton, which was

Referred to the Committee on Finance.

SEVENTH WARD.

TIME FIXED FOR NEXT REGULAR MEETING.

Ald. Bennett presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council to be held after the regular meeting of Monday, October 29th, 1906, be and the same is hereby fixed for Monday, November 12th, 1906, at 7:30 P. M.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

Which was, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns. Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That an order passed October 22d, 1906, page 1708, directing the Comptroller to pay an assessment under special assessment Warrant 33394 be and the same is hereby repealed and made of no effect; and, be it further

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to the credit of special assessment warrant 33394 to the City Collector the sum of fourteen and sixty-one one-hundredths dollars ($14.61) and charge same to the Finance Committee Fund. This action is taken in accordance with the request of the Board of Local Improvements attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase that portion of Block 16 lying north of the right-of-way of the Chicago Terminal Railroad, Dewey and Vance's Sub., of the south half of Section 30-38-14, situated at the southeast corner of West 75th street (Wabash, St. Louis and Pacific Railway and Western Indiana Belt Line) and South Western avenue, and containing about 1.31 acres, at a sum not to exceed four thousand dollars ($4,000.00), subject to general taxes for the year 1906.

This action is taken in accordance with the recommendation of the Commissioner of Public Works, City Engineers and City Real Estate Expert attached hereto, said property to be used for a site for water pumping station.

Which was, by unanimous consent, on

motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to expend not to exceed forty thousand dollars ($40,000.00) for installing water service pipes from the main up to and including buffalo boxes during the balance of the year 1906, and the Comptroller is ordered to pay said expense from the water fund.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher to the M. P. Byrne Construction Company in the sum of sixteen hundred and fifty dollars ($1,650.00), being expense for pumping at 73d street and Jackson Park avenue from June 14th to August 18th inclusive, and the Comptroller is ordered to pay the same from appropriation for coal for Jackson Park avenue pumping station. This action is taken in accordance with the recommendation of the Commissioner of Public Works and Superintendent of Sewers, and Engineer of the Board of Local Improvements, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to enter into contract with Lloyd G. Kirkland for the construction of a cement sidewalk and the pavement of Chase avenue from its present eastern terminus to the bulkhead in Lake Michigan, and for the sum of six hundred ninety ($690.00) dollars, and the Comptroller is authorized and directed

to pay the same out of the appropriation made therefor.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

Ald. Bennett presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow to the following named persons the number of days set opposite their names, being for time lost on account of illness and absence from duties as water inspectors, in accordance with the recommendation of the Commissioner of Public Works, attached hereto: Thomas Brudenell, 9 days; Albert Frankel, 7 days; Willliam Leonard, 12 days; John F. McCaffery, 7 days; Albert Tredick, 5 days; Thomas F. Enright, 12 days.

Ordered, That the Board of Local Improvements be and it is hereby authorized to employ sub-paving inspectors to the extent of 450 months for the year 1906, and the Comptroller is ordered to pay the additional expense of said inspection, over and above the amount appropriated therefor, from appropriations for the Board of Local Improvements, Account 35-A, in accordance with the request of the Board of Local Improvements attached hereto.

Ordered, That the Board of Local Improvements be and it is hereby authorized to allow seven days' time to John P. Gaffney, deducted on account of absence from duties caused by illness, in accordance with the recommendation of said Board of Local Improvements attached hereto, and the Comptroller is ordered to pay the same.

Ordered, That the General Superintendent of Police be and he is hereby authorized to appoint six additional hostlers, in accordance with his request of October 25th, 1906, attached hereto, and the Comptroller is ordered to pay the salaries of the same from appropriation for the police department.

Ordered, That the City Clerk be and he is hereby authorized to allow fifteen days' time to R. F. Wilk, absent from duties on account of illness, in accordance with the recommendation of the City Clerk attached hereto, and the Comptroller is ordered to pay the same from the appropriation from the City Clerk's office.

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers of appropriation for intercepting sewers, in accordance with the request of the Commissioner of Public Works, and the City Engineer attached hereto: From account 42 Ex., restoration of Jackson Park avenue, 64th street to 73d street to Account 42 Ex., reversal of sewers South Shore, the sum of five thousand dollars ($5,000).

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers of appropriations for the Bureau of Sewers, in accordance with the request of the Commissioner of Public Works attached hereto: from account 34 DD 2, Sixty-ninth Street Pumping Station, supplies and coal, $500.00; from account 34 DD 5,

Woodlawn Pumping Station, supplies, $246.75; from account 34 DD 9, Seventieth Street Pumping Station, supplies, $357.79; from account 34 DD 12, Seventy-third Street Pumping Station, supplies, 179,65; from account 34 DD 14, Kensington Pumping Station, coal, $300; from account 34 DD 15, Kensington Pumping Station, supplies, $100; from account 34 EE 4, Kensington Pumping Station repairs and renewals, $175; from account 34 DD 17, Pullman Pumping Station, count, $800; from account 34 DD 18, Pullman Pumping Station, supplies, $400; from account 34 EE 1, Woodlawn Pumping Station, repairs and renewals, $400; from account 34 EE 2, Seventieth Street Pumping Station, repairs and renewals, $700; from account 34 EE 3, Seventy-third Street Pumping station, repairs and renewals, $489.22; from account 34 EE 6, Sixty-ninth Street Pumping Station, repairs and renewals, $600; from account 34 EE 11, Jackson Park Avenue Pumping Station, repairs and renewals, $1,500; from account 34 GG 2, relaying sewers and drains in May and Carpenter streets, 69th street to 70th street, $800, to account 34 FF 1, repairing sewers, salaries, $7,548.41;

From account 34 DD 19, power and attendance at plant, 64th street and Wentworth avenue, $4,000; from account 34 DD 21, Jackson Park Avenue Pumping Station, salaries, $3,400; from account 34 DD 23, Jackson Park Pumping Station, supplies, $1,200, to account 34 PP, cleaning sewers, salaries, $8,600;

From account 34 EE 1, Woodlawn Pumping Station, repairs and renewals, $577, to account 34 DD 6, Woodlawn Pumping Station, fuel, $577;

From account 34 EE 4, Kensington Pumping Station, repairs and renewals, $25, to acount 34 OO, house drains, other, $25.

Ordered, That an order passed October 22, 1906, and shown at page 1706, right hand column, authorizing the employment of three additional inspectors in the Bureau of Sewers, be and the same is hereby amended as follows:

In the third line strike out the word "mason" and insert in lieu thereof the words "house drain."

Ald. Bennett presented an order authorizing the Fire Marshal to enter into a contract with the Manitowoc Dry Dock Company to furnish and deliver a new fire boat for $100,000.

Ald. Cullerton moved that consideration thereon be deferred two weeks.

The motion prevailed.

Ald. Bennett presented the claim of Wm. Cummings, which was

Referred to the Committee on Finance.

EIGHTH WARD.

Ald. Moynihan presented an ordinance directing the Commissioner of Health to make a contract for the removal of stagnant water, offal, etc., which was

Referred to the Committee on Health Department.

Ald. Derpa presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the sidewalk grade on the north side of 135th street, between Erie avenue and the first alley east, and on the east side of Erie avenue, between 135th street and 136th street, be and the same is hereby changed from six (6) feet above city datum to seven (7) feet above city datum.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, on motion of Ald. Derpa, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley,

Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

Ald. Derpa presented an order and petition for sidewalks on Stony Island avenue, 83d street, 82d street, East End avenue and Anthony avenue, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for filling and paving with blast furnace slag Torrence avenue, from 9 feet north of 110th street to the south line of Section 25, Town 37 North, Range 14 East of the Third Principal Meridian.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on the southeasterly side of Cheltenham place, from Coles avenue to 79th street.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Henry Pratt Boiler & Machine Company, 869-77 South Halsted street, to use water plug once a month for a period of half an hour each time.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to I. Josephs to erect and maintain a barber pole in front of premises No. 347 14th street. Said pole to be erected in accordance with the rules and regulations of the Department of Public Works and said permit to be subject to revocation by the Mayor at any time in his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the south side of West 12th street, from 60 feet west of South Morgan street to 80 feet west of South Morgan street.

By unanimous consent, on motion of

Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

TENTH WARD.

Ald. Scully and Hurt presented an order for the opening of Throop street across the tracks of certain railroads now being elevated, which was

Referred to the Committee on Track Elevation.

Ald. Hurt presented the claim of Alois Vana, which was

Referred to the Committee on Finance.

ELEVENTH WARD.

Ald. Cullerton presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The public press records from time to time a large number of accidents, many of them fatalities, by reason of people coming in contact with live wires falling from the poles of the street railway companies; therefore,

Resolved, That the local transportation investigator be and he is hereby requested to ascertain whether there exists any method by which said wires could be protected, so as to prevent such accidents, and further to report his conclusions at the earliest possible date to the Council.

Ald. Cullerton presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The Union Traction Company, notwithstanding the inclement weather, continues to operate open cars in the eleventh ward to the detriment of the health of the citizens; therefore,

Resolved, That the local transportation investigator be and is hereby requested to notify the railroad officials to forthwith discontinue the operation of open cars in said ward.

Ald. Cullerton presented an order providing that salaries of general corporation inspectors shall be fixed at $1,800 for the year 1907; and a resolution against the use of the water fund for the payment of construction work on intercepting sewers, which were

Referred to the Committee on Finance.

Ald. Cullerton presented the claims of The Cable Co. and Mary Griffin, which were

Referred to the Committee on Finance.

TWELFTH WARD.

Ald. Zimmer presented the following preliminary draft of a form for the proposed ordinances governing the lines of the Chicago General Railway Company, which was ordered published and referred to the Committee on Local Transportation:

Now, therefore, be it ordained by the City Council of the City of Chicago:

AUTHORITY.

(*) SECTION 1. That in consideration of the acceptance by the Company

of this ordinance, subject to all of the provisions, conditions, requirements and limitations hereof, consent, permission and authority are hereby granted to the Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate a system of street railways in, upon and along the streets and public ways or portions thereof, as follows: In, upon and along Twenty-second street from the westerly line of Wabash avenue to the westerly line of South 40th avenue. In and along Throop street from the right of way of the Chicago Passenger Railway Company in Twenty-first street southerly to Main street, thence in and along Main street to Thirty-first street, thence along private right of way to Laurel street, thence south in Laurel street to 39th street; In and along Ashland avenue from the northerly line of Twenty-second street to the right of way of the Chicago City Railway Company in Archer avenue; In and along Rockwell street from the right of way of the Chicago General Railway Company in Twenty-second street to the southerly line of of Twenty-sixth street; In and along Twenty-fifth street from the said tracks in Rockwell street to the westerly line of Lawndale avenue; In and along Lawndale avenue from the tracks in Twenty-fifth street to the north bank of the Drainage Canal; and in and along Kedzie avenue from the northerly line of Twenty-second street to the southerly line of Kedzie avenue.

RECONSTRUCTION.

(*) Section 2. The Company shall proceed at once to reconstruct portions of its track and roadbed and put its entire street railway system, plant and equipment in first-class condition, in full compliance with the specifications and provisions for such work hereto attached, marked "Exhibit B" and made a part of this ordinance, with the same force and effect as though herein fully set forth, and to operate and maintain said system in accordance with the provisions of this ordinance and of said "Exhibit B." (Note: "Exhibit B" will contain detailed provisions as to construction, equipment and service.

Such provisions of this ordinance as are in the nature of specifications shall be given at all times full force and effect, except in cases, if any, in which they conflict with express provisions of "Exhibit B," in which cases the latter shall prevail. The provisions of this ordinance and those of "Exhibit B," however, shall be construed together, and both, so far as practicable, be given full effect throughout the life of this ordinance, but nothing in them contained shall prevent the Company, with the consent and under the supervision of the Board of Engineers, hereinafter provided for, from using more expensive or better materials than those therein provided, or from making usual or desirable improvements in its street railway system in addition to those therein specified.

EXTENSIONS.

Section 3. The said City shall have the right, subject to the limitations contained in this ordinance and the exhibits attached hereto, at any time to require the Company to make extensions of and additions to the lines of street railway enumerated herein in Section 1. Such extensions and additions shall be made under the supervision of the said Board of Supervising Engineers, as hereinafter in Section 7 provided, and the cost thereof shall be determined as provided in said section. The character and quality of such work shall comply with the specifications set forth in said "Exhibit B," so far as the same may be applicable thereto.

MOTIVE POWER.

SECTION 4. The motive power to be used in the operation of said street railways shall be electricity, applied by the overhead contact trolley system or otherwise, as more particularly set forth in said "Exhibit B"; provided that the said City (subject to the limitations contained in Section .. hereof), at any time after ..... years from the date of the acceptance of this ordinance, may require by ordinance, that the Company shall operate any of its street railways, herein authorized, by electric power transmitted through conductors carried in conduits below the surface of the street and between and underneath the rails, **or by such other motive power or manner of using electric power as the Board of Supervising Engineers shall approve and recommend.**

USE OF POLES, CONDUITS, ETC.

SECTION 5. The Company may use its trolley poles, feeder poles, trolley wires, feeder wires and the conduits authorized and provided for in said "Exhibit B," for all purposes connected with the operation of its street railways, such as power, light, heat and signals. For such purposes the Company may connect such conduits, poles and wires with its transmission and feeder wires, power plants, substations, car houses, repair shops or other property of the Company, and with any transmission, feeder or other wires of any other individual or corporation.

Joint Use with the City.

The said City shall have the right, without the payment of any compensation therefor, during the life of this ordinance, to use the poles of the Company to carry the signal, telephone, telegraph or electric light wires and lamps of the said City, provided that wires carrying over 1,000 volts shall not be used upon such poles of the Company. The transmission wires of the said City for such purposes shall be placed on poles of the Company, on that side of each street or way (where poles are located on both sides thereof) designated by the said Board of Supervising Engineers, without cost or expense to the Company, but the Company shall repair and maintain its poles as one of the operating expenses of the said street railway system under this ordinance; provided, that the said City shall indemnify and save harmless the Company against and from all damages, judgments, costs or expenses which the Company may suffer by reason of any negligence of the said City in installing, maintaining or using its said wires and lamps upon said poles.

SUBWAYS.

SECTION 6. (All provisions as to subways omitted from this draft because the proposed subways do not reach the territory covered by this railway.)

CITY TO HAVE SUPERVISION OF REHABILITATION.

SECTION 7. All of the construction, re-construction, equipment, re-equipment, extensions and additions to plant and property provided for or required by this ordinance or said "Exhibit B," including underground trolleys, new lines, extensions, and other additions to plant and property, shall be done, performed and acquired by the Company under the direction and supervision of said Board of Supervising Engineers, and the cost and expense thereof shall be borne and

paid by the Company, but no payment therefor shall be made without the written approval of said Board.

The Company shall purchase materials and employ engineers, superintendents, clerks, foremen and workmen and shall pay all expenses of every nature, including legal expenses, necessary to the proper, complete and prompt performance of the above mentioned work, including, also, claims for damages for injuries to persons and property arising or growing out of accidents occurring during the prosecution of said work and incident thereto, upon the lowest advantageous terms and subject to the approval of the said Board of Supervising Engineers, and to the actual amount paid by the Company in and about carrying out each and all of the requirements of this Section, shall be added .... per cent. of such amount as a fair and proper allowance to the Company for conducting the said work and furnishing said equipment and for its services in procuring funds therefor.

The said Board of Supervising Engineers shall, on or before the tenth day of each month, make a report in writing, dated the first day of such month, to the City Comptroller of the amount of money actually expended during the previous month by the Company in and about carrying out the requirements of this Section, together with said ..... per cent. of such amounts; and the interest provided in Section .. hereof as a deduction from gross receipts shall begin to run upon the total amount of each such certificate from and after the date thereof.

The total amount so certified by the said Board of Supervising Engineers (including the said additional per cent. thereof as hereinabove provided) shall be final and binding upon both parties hereto and shall be conclusively held and taken as the cost of the said construction, reconstruction, equipment, re-equipment, extensions and additions to plant and property, underground trolleys, new lines, and other additions to plant and property, which shall be paid by the said City upon the taking over of the said street railway system as in this ordinance provided.

The said Board of Supervising Engineers shall have power to determine what work shall be treated as construction, reconstruction, equipment, re-equipment, extensions, new lines, underground trolleys or additions to plant or property to be paid for by the Company out of the capital funds to be provided by it for that purpose, and what shall be treated as repairs and renewals, to be paid for out of the gross receipts of the Company from the operation of the street railway system hereby authorized.

REMOVAL OF TRACKS.

(*) Section 8. If the Company shall hereafter cease to operate over any of its tracks or any portion thereof, it shall remove such unused tracks upon the order of the City Council. Failure to operate cars for the carriage of passengers at least once within every hour of each day between the hours of six (6) A. M. and eight (8) P. M. over any part of a street or public place in which tracks of the Company are laid, shall be treated as a cessation of operation of its tracks in such part of street or public place within the meaning of this Section, unless such operation is interfered with by unavoidable accidents, labor strikes or litigation brought without connivance of the Company; provided, however, that the foregoing provision shall not be construed to require the removal of curves

or turn-outs or of connecting tracks authorized by this ordinance or the exhibits hereto to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, or such tracks as may be necessary for a connection with the Company's property used for street railway purposes.

In every case of removal of tracks as aforesaid, the Company shall restore the street or public way to the condition of the other portions thereof, all at its own expense.

If the Company shall fail within a reasonable time to remove any such tracks on order of the Commissioner of Public Works, the said City may remove them, charging the expense thereof to the Company; provided, however, that nothing in this section contained shall relieve the Company from its obligations at all times to render adequate service on its street railways.

RIGHT TO SELL UNNECESSARY PROPERTY.

SECTION 9. The Company shall not hereafter sell any of the property belonging to it at the time of the passage of this ordinance or thereafter acquired by it as an addition to or extension of, or for use in connection with its said street railways, except as the same may become unnecessary or unadapted to the proper operation and maintenance of said street railways under the terms of this ordinance, and before making any such sale the Company shall secure the written approval of such sale by the said Board of Supervising Engineers, and such written approval of said Board shall be conclusive of the right of the Company to sell and transfer complete title to the purchaser, who shall not be obliged to look to the application of the proceeds of such sale.

In the event of any such sale made during the period of reconstruction, the proceeds shall be deducted from the amount allowed to the Company for such reconstruction, and in the event of a sale after such reconstruction is completed, the proceeds thereof shall be deposited with the depositary named in Section .... of this ordinance and shall constitute a part of the reserve fund provided for in said section.

SERVICE REGULATIONS.

SECTION 10. The Company hereby agrees to comply with all reasonable regulations of the service of the said street railway system, which may be approved by the said Board of Supervising Engineers, so as to give to the public the best service practicable.

Style of Cars.

All passenger cars operated by the Company shall be used for the carriage of passengers only. All cars hereafter built or purchased shall be of the best and most approved finish, style and design; they shall have center aisles; they shall be without running footboards along the sides, and shall be equipped with sufficient motor capacity. Cross-seats facing forward shall be used, but longitudinal seats, each seating not more than four passengers, may be used at the ends of the cars. All closed cars shall be vestibuled, and shall be of the style and description specified and provided in said "Exhibit B," and at least ..... cars of such description shall be acquired by and placed in operation upon the tracks of the Company within one (1) year from the passage of this ordinance,

15 exclusive of delays occasioned by strikes or other causes beyond the control of
16 the Company.

Push Buttons.

17 All cars **hereafter purchased and** operated by the Company shall be supplied
18 with a sufficient number of electric bells, connections and push buttons to enable
19 passengers without inconvenience to notify the conductor of their desire to leave
20 the car.

Fenders.

21 All cars shall be equipped with such fender devices, headlights and sand-
22 boxes as the Board of Supervising Engineers shall approve and require.

Brakes.

23 Each double-truck car shall be equipped with two sets of brakes, one of
24 which shall be a hand-brake and the other an efficient power-brake of modern,
25 improved type. **Each single truck car shall be equipped with an efficient hand-**
26 **brake or other brake approved by the Board of Supervising Engineers.**

Cleanliness and Ventilation.

27 Said cars shall at all times be kept clean and in good repair, and shall be
28 thoroughly ventilated.

Heating.

29 The said cars shall be kept heated at the temperature of fifty (50) degrees
30 Fahrenheit, as nearly as practicable, and each car shall contain a standard ther-
31 mometer appropriately placed to enable passengers to see that this provision is
32 complied with.

Lighting.

33 All cars (operated by electricity) shall **during the hours between sunset**
34 **and sunrise, or other hours of darkness,** be kept well and sufficiently illuminated
35 by electric light or other illuminant approved by said Board of Supervising
36 Engineers.

Signs.

37 Each car shall bear appropriate and conspicuous signs upon its sides and
38 ends so placed as to indicate, both day and night, the route and destination of
39 such car. At night such signs shall be illuminated.

Advertisements.

40 The Company may permit advertisements in its cars, but no advertisement
41 shall be placed upon the outside of any car, and only such space shall be used
42 for advertisements on the inside of cars as may be approved as to size and
43 location by the said Board of Supervising Engineers.

Funeral Cars and Mail Cars.

44 The Company is hereby authorized and permitted to operate funeral cars,

and separate cars for the use of the United States Post Office Department, for the carriage of mail.

Single Cars Only.

Every electric car shall be in charge and under the control of two competent men, a motorman and a conductor, and shall be operated singly, except when otherwise expressly authorized by the City Council of said City.

RATES OF FARE.

(*) SECTION 11. The Company, except as to chartered cars to private parties and as in this ordinance provided, shall be entitled to charge passengers, during the term of this ordinance, the following rates of fare, to wit:

For a continuous trip in one general direction, within the present limits of the City, over its street railways covered by this ordinance and all extensions thereof (whether owned, leased or operated by it) the sum of five cents (5c) for each passenger twelve years of age or over, and three cents (3c) for each passenger under twelve (12) years of age; provided that children under seven (7) years of age accompanied by parent or guardian shall be permitted to ride free.

Universal Transfers.

Every such passenger may demand and upon such demand shall receive from the conductor of the car upon which he first takes passage, or from some authorized agent of the Company, a transfer. Said transfer shall entitle such passenger to ride upon any other specified line of said street railway system owned, leased or operated by the Company, which connects with, crosses, intersects or comes within a distance of two hundred (200) feet of the line of said street railway upon which the passenger first took passage and paid his fare.

The payment of a single fare shall not entitle a passenger to reverse his general direction of travel. If necessary to enable a passenger to reach his destination the conductor or other authorized agent of the Company shall issue without additional charge, a transfer upon a transfer, the same as required upon payment of a cash fare; the intention being that for a single fare the Company shall carry any passenger for a single continuous ride over any of the said lines of street railway owned, operated or leased by it, within the present limits of the said City, so long as such ride is in the same general direction, although some of the lines necessary to be used by such passenger in arriving at his destination intersect or cross one another; but the Company shall not be obliged to give any transfer to any passenger who could reach his destination without such transfer, by using a through car or a less circuitous route.

In every instance the transfer given to a passenger may designate the point or place of transfer, and the same must be used at such point or place, within a reasonable time, not exceeding fifteen (15) minutes after such point or place is reached by the car from which the passenger is transferred, provided that within said fifteen minutes a car shall pass such point or place of transfer in the direction and upon the route indicated by said transfer. A passenger upon any car unreasonably delayed through the fault, negligence or inability of the Company shall be entitled to receive a transfer to a car upon the nearest line of the Company going in the same general direction as the delayed car.

The Company shall also on its cars accept and honor as fares, transfers

39 issued by any other corporation to passengers upon any line of street railway
40 covered or authorized by the said ordinance to the Chicago City Railway Com-
41 pany and the ..... Company, herein-
42 above referred to as presented for passage in the City Council of said City, con-
43 currently with this ordinance, and which lines connect with any of said lines of
44 the Company, under the same conditions and with like effect as though both
45 lines of street railway were owned by the Company and the transfers were
46 issued under the foregoing provisions of this ordinance, upon condition that the
47 corporation issuing such transfers will accept and honor, at such transfer point
48 upon its street railway lines, transfers issued by the Company to its passengers.

49 The said proposed arrangement contemplates that in every instance the
50 street railway company accepting any such transfer shall give to the passenger
51 presenting it the same accommodations and the same transfers, if requested,
52 to its other line or lines, as such passenger would be entitled to receive if he had
53 paid a cash fare.

54 The City Council will by ordinance with appropriate penalties provide against
52 the use of street railway transfer privileges by sale, barter, gift or otherwise.

53 The Company, acting by itself or in conjunction with the other companies
54 to which the provisions of this Section apply, may with the approval of the
55 said Board of Supervising Engineers, adopt reasonable rules and regulations not
56 inconsistent with the provisions of this ordinance, for the transfer of passengers
57 as provided for herein, and for the prevention of the fraudulent use of transfer
58 privileges.

NO PASSES, EMPLOYES, POLICEMEN AND FIREMEN FREE.

SECTION 12. No passes of any kind or description shall be issued or given
2 to any person, and no person, except employes of the Company, policemen and
3 firemen, respectively in full uniform, shall be permitted to ride upon any street
4 railway without the payment of the full rate of fare prescribed in this ordinance;
5 provided that the Company may issue to its employes free tickets for use while
6 engaged in the performance of their duties. The Company shall keep a record
7 of the number of such free tickets and to whom issued.

THROUGH ROUTES.

(*) SECTION 13. Whenever the said City shall grant to the Company and
2 to the corporation operating a street railway northwards from Twenty-second
3 street and southwards from Thirty-eighth street in Kedzie avenue a license or
4 franchise to connect their lines in said avenue with the lines of this Company,
5 the Company will co-operate with such other corporation to operate a through
6 line of cars in said avenue; and, also, whenever the said city shall grant to the
7 Company and to the corporation operating a street railway northwards from
8 Twenty-second street and southwards from Archer avenue, in Ashland avenue, a
9 license or franchise to connect their lines in said avenue with the lines of this
10 Company, the Company shall co-operate with such other corporation to operate
11 a through line of cars in said avenue; and said corporations shall thereafter
12 operate and maintain said through lines of cars in the said streets and avenues,
13 respectively; provided, that the Company shall only be required to operate said
14 through lines across or over any river, when the said City or some third party

shall provide and maintain a bridge across the same upon which it may operate its cars.

If the said City or any of the companies operating said through routes shall at any time desire to have any through route discontinued, or to have any additional through route established, or any discontinued through route re-established, what the traffic warrants shall be the test of the reasonableness of any such discontinuance, establishment or re-establishment. If the companies and the said City shall differ and fail to agree touching any such discontinuance, establishment or restablishment of a through route, such matter of difference shall be referred to the Board of Supervising Engineers, and their decisions shall be binding upon the companies and the said City.

The through routes herein mentioned shall be established and put in operation immediately after the necessary reconstruction of the tracks covered by such routes.

To carry out the establishment of the through lines provided for in this section, the Company will enter into a reasonable operating agreement approved by the said Board of Supervising Engineers, with any other corporation or corporations concerned, whenever required by the said City. Upon the establishment of through lines, the transfer of passengers at the points of connection of the tracks of the two companies upon such streets may be discontinued, but shall be re-establishing in case such through routes are for any cause discontinued, Passengers upon the through cars operated upon any through routes, while traveling over the tracks of each company shall be entitled to the same facilities as to transfers as such companies shall be required to give to their own passengers paying cash fares.

STREET SPRINKLING AND CLEANING.

SECTION 14. The Company shall sprinkle, sweep, keep clean and free from snow that portion of each of the streets occupied by its right-of-way, as provided in "Exhibit B," and if it shall be found practicable to have the streets occupied by its tracks swept and sprinkled their entire width by the Company, or to have street sweepings, garbage or other refuse removed by means of street cars at night, the Company shall perform said service, or so much thereof as shall prove practicable, when so ordered by the Mayor and Commissioner of Public Works, and it shall receive for such service reasonable compensation to be fixed by the Board of Supervising Engineers. In case the Company is called upon to remove street sweepings or other refuse, the said City shall furnish suitable and convenient dumping grounds and permit the connection of the Company's tracks therewith. The Company shall have the right to carry on suitable cars the snow required by this ordinance to be removed by it, and also, materials for its own use or for the use of the said City, and to connect its tracks and wires with property necessary to be used for such purposes.

STREET PAVING.

SECTION 15. The Company shall at its own expense, fill, grade, pave and keep in repair that portion of the streets occupied by it, as more specifically provided for in said "Exhibit B."

Grooved Rails.

All new tracks hereafter laid and all tracks in streets hereafter newly paved

or repaved shall be of grooved pattern more particularly described in said "Exhibit B."

MAINTENANCE, REPAIRS AND RENEWALS.

SECTION 16. After the completion of the reconstruction and re-equipment particularly required by the terms of said "Exhibit B," and until the rights conferred upon the Company by this ordinance are terminated by the purchase of the said street railway system by the said City or its licensee or by reason of the default of the Company, the Company at all times shall maintain the said street railway system and its entire equipment and appurtenances in first class conditon by making from time to time such repairs and renewals, including street paving and repairs and renewals thereof, as may be necessary or appropriate to give to the public first class street railway service in all respects, and to this end the Company shall expend for maintenace, repairs and renewals, during each and every year the Company continues to operate said street railway system, at least the sum of ..... Dollars, and if said amount is not so expended by the Company during any one year, then at the end of such year the unexpended portion thereof shall be deposited with the ..... Bank of the City of Chicago (hereinafter referred to as the depositary) for the purpose of being used, whenever necessary, for such maintenance, repairs and renewals. The said depositary shall make payment out of said fund upon the order of the Company countersigned by the said Board of Supervising Engineers. The depositary may from time to time be changed with the consent of the Company and the Board of Supervising Engineers.

The whole or any portion of such reserve fund may be used for maintenance, repairs or renewals in addition to the annual expenditure for such purposes herein required. The fixing of the said amount herein, as a minimum amount to be expended annually for maintenance, repairs and renewals, shall not be held or considered as lessening or limiting in any way the obligation of the Company to expend whatever sum or sums may be necessary in the judgment of the said Board of Supervising Engineers to keep the said street railway system and equipment in first class condition in every respect and at all times.

The amount so expended or deposited as a reserve fund shall be considered a part of the operating expenses of the street railway system hereby authorized, but in the event that the said street railway system shall be purchased by the said City or its licensee at any time under the provisions of this ordinance, the amount of said reserve fund in the possession of the said depositary at the time of such purchase shall be turned over to and become the property of the said City or of its said licensee.

PERSONAL INJURY CLAIMS.

SECTION 17. Out of the gross receipts derived from the operation of the street railway system hereby authorized the Company shall pay as a part of the operating expenses, all claims for damages arising or growing out of injuries to persons or to the property of others incident to the operation of said street railway system accruing subsequent to the acceptance of this ordinance by the Company; and the Company may set aside as a separate fund such percentage of said gross receipts as the said Board of Supervisng Engineers shall estimate

to be sufficient to protect the Company against all such claims, to the end that if the said City, or its licensee, shall elect to purchase the street railway property of the Company as provided by this ordinance, there shall be then available to the Company a fund sufficient to meet and discharge all legitimate claims for such damages. The percentage thus reserved may be changed from time to time by said Board of Supervising Engineers if and whenever they shall consider that the percentage theretofore reserved is either inadequate or excessive. If the said City or its licensee shall purchase the property of the Company as in this ordinance provided, the Company shall retain the fund then accumulated under the provisions of this section and shall assume and pay and save the said City, or such licensee, harmless from all such claims for damages, but if the fund so retained shall not be sufficient to pay and discharge said claims in full, then the said City, or such licensee as the case may be, shall pay to the Company ..... part of the deficit, but if the fund so retained shall be more than sufficient to pay and discharge said claims in full, then the Company shall pay to the said City or its licensee, as the case may be, ... part of the excess. If said fund so retained shall be exhausted before said claims are paid and discharged in full, then the said City or its licensee shall pay its said share of each remaining claim, as finally adjusted, to the Company as soon as the Company shall exhibit to it a release in full of such claim, and in case the balance of said fund at any time remaining shall be, in the judgment of the Board of Supervising Engineers, more than sufficient to protect the Company against all then unsettled claims, the Company shall pay to the said City, or its licensee as the case may be, its said share of the estimated excess; provided that if upon the final satisfaction of all said claims it shall appear that the said City or its licensee, as the case may be, has been overpaid on account of its share of such estimated excess, then the said City or its licensee, as the case may be, shall forthwith refund to the Company, the amount of said overpayment.

REGULATION OF SALARIES.

SECTION 18. The directors, officers, agents and attorneys of the Company as a part of the operating expenses, shall receive compensation for their services commensurate with the service actually rendered by them respectively, taken into consideration the compensation paid to directors, officers, agents and attorneys of other corporations or enterprises of similar magnitude and general character for like services, but the said City by written notice thereof may object to the payment thereafter of compensation in excess of an amount or rate specified in such objection to any such director, officer, agent or attorney, and in the event of a disagreement between the Company and the said City as to the proper amount to be paid as such compensation, the matter shall be submitted to the judgment of the said Board of Supervising Engineers whose decision shall be final and binding upon the parties.

RIGHT OF CITY TO PURCHASE AT ANY TIME.

(*) SECTION 19. The Company by the acceptance of this ordinance, shall and does grant to the said City, and the said City hereby reserves to itself the right, upon the first day of January of each and any year, upon giving at least six (6) months' previous notice in writing of its intention so to do, to purchase and take over (but only for municipal use and operation in case of purchase within twenty (20) years after the acceptance of this ordinance) the entire street rail-

way system of the Company within the said City, including all property then existing which now constitutes the said street railway system of the Company, and all property purchased or acquired by the Company after the passage of this ordinance, and also all extensions of and additions (including underground trolleys, if any) to said street railways made under the provisions of this ordinance.

Price to be Paid by City.

In case the said City shall purchase and take over the street railway system of the Company, as in this ordinance provided, then it shall pay for the same the aggregate of the following items:

1. The value of the property described in the inventory filed with the engineers representing the said City, a copy of which was filed with the Comptroller of the said City, on the .... day of ..... A. D. 1906, and the value of all the franchises, rights and claims of every description, to construct, maintain or operate street railways in the said City now belonging to the Company, or claimed by it, which said value of such property and all of said franchises, rights and claims is hereby fixed (for the purpose of such purchase) at the sum of ..... Dollars ($.....).

2. The value of any and all property and equipment purchased or acquired by the Company since the ..... day of July, A. D. 1906, and not included in the said inventory, which value shall be determined by the Board of Supervising Engineers immediately preceding the assumption by said Board of their duties in supervising the work of reconstruction and re-equipment in this ordinance provided for, and shall be reported by said Board to the City Comptroller of said City; and the amount so reported by said Board shall be final and binding upon the parties hereto and shall be conclusively held and taken as the value of the property and equipment in this paragraph specified.

3. The cost of reconstruction and re-equipment of said street railway lines of the Company and of the construction of new lines, extensions, underground trolleys, subways and other additions to property as determined by the Board of Supervising Engineers as in Section 7 hereof provided.

Payment or Deposit of Purchase Price.

Upon the payment in cash of the total amount hereinbefore in this section provided for, to the Company, or the deposit of said amount with either of the banks herein named to the order of the Company, after the notice and upon any of the dates hereinbefore fixed, the said City shall have full right and lawful authority to take over and possess, as its own property, all the property and equipment of every sort and nature, then constituing the street railway system of the Company, free and clear of all liens and claims of every nature, except as hereinafter expressly provided.

The property to the possession of which the said City shall then be entitled shall include all of the property then existing which constitutes the street railway system of the Company and its appurtenances at the date of the passage of this ordinance, and all of the property purchased or acquired thereafter by the Company, and all extensions or additions to said street railways, including underground trolleys, constructed under the provisions of this ordinance, and the sum then on deposit with the depositary, as a reserve fund, under the provisions of Section 16 of this ordinance.

CITY PURCHASE DURING RECONSTRUCTION PERIOD.

(*) SECTION 20. In the event that the said City shall elect to exercise its right of purchase, as in this ordinance provided, at any time prior to the completion of said work of construction, reconstruction, equipment and re-equipment provided for in said "Exhibit B," it shall take over the same subject to the right and obligation of the Company to complete the said work as provided in this ordinance, carrying out the terms and conditions of said "Exhibit B" under the supervision and control of the said Board of Supervising Engineers and receiving therefor the cost thereof and the additional percentage thereon as in Section 7 of this ordinace provided.

In such event the said City shall pay the purchase price of said street railway property by paying to the Company, or depositing to its order, as herein provided (1) ..... Dollars, the agreed value of the property, franchises, rights and claims described in subdivision 1 of Section 19 hereof, (2) the value (as determined, as hereinabove provided, by the Board of Supervising Engineers) of the property and equipment described in subdivision 2 of said Section 19, and (3) the cost (as determined by the said Board as in Section 7 hereof provided), of all construction, reconstruction, equipment, re-equipment, extensions and additions to plant and property including underground trolleys and other additions to plant and property done or furnished to the date of such purchase; and the said City shall deposit at the time of such purchase with the ..... Bank of Chicago a sufficient amount of money to pay for the completion of the construction, reconstruction, equipment and re-equipment required by the provisions of this ordinance and of "Exhibit B," and for the completion of such underground trolleys and other additions to plant and property as may then be in process of construction, or may then have been contracted for with the approval of said Board of Supervising Engineers, which said amount shall be estimated and determined by the said Board of Supervising Engineers, and shall include said additional .. per cent. provided for in Section 7 hereof.

The said cost of completing the said work of construction, reconstruction, equipment and re-equipment, including underground trolleys and other additions to plant and property, after the date of such purchase together with said additional .... per cent. thereof shall be paid from time to time by the said ..... Bank, out of the funds so deposited with it, upon the written certificates of the said Board of Supervising Engineers.

In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional .... per cent. provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose.

In the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the said City by the said ..... Bank, and in no event shall the Company be obligated to incur a greater expense for the work of such construction, reconstruction, equipment and re-equipment including underground trolleys, and other additions to plant and property, if any, than the amount so deposited.

RIGHTS OF COMPANY IN CASE CITY DOES NOT PURCHASE FOR TWENTY YEARS.

SECTION 21. In the event that the said street railways are not purchased by the said City prior to the expiration of twenty (20) years from and after the date of the passage of this ordinance, the said City shall have the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City as its licensee, to purchase the said street railways of the Company at the expiration of said period of twenty years from and after the passage of this ordinance, upon the same terms that the City could then purchase, and in case such reserved right of purchase, for its own use and operation be not exercised by the said City prior to the expiration of twenty (20) years from and after the date of the passage of this ordinance, and it shall grant a right to another company to operate a street railway in the streets and parts of streets constituting the said street railway system of the Company, such new company shall be required to and shall purchase and take over the said street railways of the Company upon the same terms that the said City might then have taken them over.

No mortgage, trust deed or other instrument given by the Company shall impose any lien upon or create any rights in the said street railway property, without the same being made specifically subject to all the limitations, conditions and provisions of this ordinance, including the right of the said City or its licensee to acquire the said property upon the terms and in the manner in this ordinance provided.

INTEREST RETURN ON CAPITAL INVESTMENT.

SECTION 22. On or before the first day of February in each year the Company shall come to an accounting and settlement with the said City as of the thirty-first day of December last preceding, upon the following basis:

From the gross receipts for the year (or part of year, in the case of the first, accounting and settlement hereunder) ending on said thirty-first day of December there shall be deducted for such year:

First: (1) All expenses of operation, including maintenance, repairs and renewals; (2) All amounts contributed during said year and then held in reserve under the provisions of Sections 16 and 17 hereof; (3) All amounts paid out for taxes and assessments levied and imposed upon the real and personal property of the Company, including all capital stock or franchise taxes; (4) All salaries and expenses of the Board of Supervising Engineers by this ordinance authorized, after the period of reconstruction; and

Second: a sum equivalent to .. per centum per annum for said preceding year (or in case of part of a year at the rate aforesaid for such part of a year) upon the amount of the purchase price which the said City would then be obligated to pay if it were purchasing the property on such thirty-first day of December, interest being adjusted as to items added to such purchase price during said year. In case in any year the gross receipts shall not be sufficient to pay in full the items in the first and second paragraphs of this Section mentioned, then the deficit shall be paid out of the gross receipts of the subsequent year or years.

Division of Remaining Net Receipts.

After the deduction from the gross receipts of the items hereinbefore in this section mentioned, the amount remaining shall be considered as the net receipts for such year arising from the operation of the street railway system hereby authorized, and such net receipts shall be divided between the Company and the said City in the following proportions: .... per cent. to be retained by the Company, and .... per cent. to be paid by the Company to the said City, less all amounts paid out during the preceding year by the Company for City license fees, if any, exacted from the Company or its employes.

Commutation of Fares.

It is understood and agreed that the Company's acceptance of this ordinance is based upon its right to charge and receive the fares prescribed in Section 11 hereof and to retain as its own such percentage of the net receipts as is hereinabove in this section provided. The said City, however, reserves the right to, and it may at any time, commute a sum not exceeding the City's share of the net receipts for the previous year into a reduction of said rates of fare; and thereafter in the event of such reduction of rates of fare the Company may deduct and retain as its share of the net receipts each year an amount equal to what would have been the Company's share of the net receipts of such year had the passengers carried during such year paid the fares prescribed in Section 11 of of this ordinance, but the Company, after deducting and retaining its share of said net receipts so determined, shall pay over to the said City the remainder if any, of the net receipts for such year less the deductions therefrom hereinabove provided to be made from the said City's share of the net receipts.

City to Establish Sinking Fund for Municipal Purchase.

It is further provided that, subject to the action of the City Council of said City, the said City shall deposit the amount so paid to the said City to the credit of a separate fund to be kept and used for the purchase and construction of street railways by said City.

CAPITAL INVESTMENT LIMITATION.

SECTION 23. After the completion of the construction, reconstruction, equipment and re-equipment provided for in "Exhibit B," the Company shall not be required on account of any underground trolleys, new construction or equipment of any kind or character (other than extensions of the surface lines provided for in this ordinance and the equipment thereof) to increase its capital investment to such an extent that the interest thereon, by this ordinance authorized, would reduce the Company's share of the net receips, as defined in Section Twenty-two (22) hereof, below an amount which in the judgment of said Board of Supervising Engineers would be reasonable.

ANNUAL REPORTS.

SECTION 24. The Company, so long as it continues to operate any of the said street railways under this ordinance, and on or before the first day of February in each year shall prepare and file with the City Comptroller of said City annual reports for the preceding year ending on the 31st day of December. Such reports shall be in writing, verified by the affidavit of the Treasurer of the

Company, setting forth in reasonable detail, according to forms prescribed by said Comptroller, the character and amount of business done by the Company for the year immediately preceding such report and the amount of receipts from and the expenses of conducting the said business, and the said City Comptroller, or accountants authorized by him, shall have the right at all reasonable times to examine all the books and records of the Company for the purpose of ascertaining the accuracy of the reports herein required and the rights of the said City under this ordinance.

COMPANY TO MAINTAIN OFFICE IN CITY.

SECTION 25. The Company shall not remove its principal office beyond the limits of the said City, but shall maintain an office within said City so long as the Company continues to operate any part of the street railways mentioned and provided for in this ordinance under the provisions hereof.

FORFEITURE FOR NON-COMPLIANCE.

SECTION 26. The Company, by the acceptance of this ordinance, expressly agrees with the said City and obligates itself fully to comply with all of its terms and conditions throughout the period of time covered hereby, and so long as the Company continues to operate any street railways in said City under or by virtue of the authority hereof.

The Company further agrees that in the event that it shall make default in the observance or performance of any of the agreements or conditions herein required to be kept and performed by it, and if any such default shall continue for a period of ..... months (exclusive of all times during which the Company may be delayed or interfered with, without its connivance, by unavoidable accidents, labor strikes or the orders or judgments of any court entered in any suit brought without its connivance), after written notice thereof to it from the said City, then and in each and every such case, the said City by its City Council shall be entitled to declare this grant and all of the rights and privileges of the Company to maintain and operate street railways in any of the streets or public ways of the said City to be forfeited and at an end; provided, however, that should the Company, for its corporate purposes, pledge or mortgage its street railway property or any of the rights secured to its by this ordinance, or any security representing the said property or rights, for the security of the payment of its notes, bonds or other evidences of indebtedness maturing within twenty (20) years after the acceptance of this ordinance, the amount thereof not being in excess of the value of all the property and rights of the Company, as defined in Section 19 hereof, such right of forfeiture of this grant by reason of any violation by the Company of the provisions of this ordinance shall not be asserted or exist against such pledgee or pledgees, mortgagee or mortgagees or any of them and shall not impair or affect the right of such pledgee or pledgees, mortgagee or mortgagees, to recover by foreclosure or other legal process against all the property of the Company, including the rights and privileges hereby granted, the face value of said notes, bonds or other evidences of indebtedness, or any security representing the said property or rights; and it is hereby stipulated that any notice of default by the Company, upon which a forfeiture shall be claimed, shall also be given by the said City to the trustee or mortgagee of record in any trust deed or mortgage securing such indebtedness. The purchaser at any foreclosure

or other sale shall acquire no other or greater rights or privileges than are hereby conferred, and such purchaser shall hold said property, so purchased at such foreclosure or other sale, subject to the right of purchase at any time thereafter, as herein provided, by the said City, and also subject to the right of purchase by any licensee of the said City, upon the same terms as the said City might purchase and acquire said property.

The said Company further expressly agrees that, by the acceptance by it of this ordinance it is obligated to complete the said work of reconstruction and re-equipment provided for in said "Exhibit B" within the time and in the manner set forth in said Exhibit (due allowance being made for any and all delays or interruptions arising without its connivance by unavoidable accidents, labor strikes, or the orders or judgments of any court entered in any suit brought without its connivance), and if the Company shall fail or neglect to proceed with the said work of reconstruction and re-equipment with all reasonable diligence and promptness after the acceptance of this ordinance by the Company, or to complete the said work within the time prescribed in said "Exhibit B," and said Board of Supervising Engineers shall certify to the City Council of the said City that the Company has failed or neglected to so proceed with said work of reconstruction and re-equipment, or has failed or neglected to complete the work in the time specified in "Exhibit B," the Company shall be and is obligated to pay to the said City for each day that such default or neglect shall continue, the sum of ..... Dollars; and if the Company shall, at any time after the acceptance of this ordinance by it, fail to comply with the provisions hereof with regard to the maintenance of first class street railway service over and upon its said lines of street railways, and the said Board of Supervising Engineers shall so certify to the said City Council, the said City shall have the right to sue for and recover in any court of competent jurisdiction the sum of not less than ..... Dollars and not more than ..... Dollars for each and every day that such default or failure shall continue, but the payment of such penalties shall not in any manner release the liability of the Company to incur a forfeiture of all its rights and privileges under this ordinance, as hereinabove in this section provided.

WAIVER OF RIGHTS.

(*) Section 27. The Company, in consideration of the grant made by this ordinance, upon the terms and conditions herein expressed, agrees to waive, surrender and release, and by the acceptance of this ordinance, the Company does waive, surrender and release all and every one of the rights and claims of the Company of every kind and nature, in the streets of the said City under and by virtue of all legislative acts of the State of Illinois and of the said City, other than as herein granted.

CITYS RIGHT TO INTERVENE.

Section 28. The Company by the acceptance of this ordinance shall and does grant to the said City, and the said City hereby reserves to itself the right to intervene in any suit or proceeding brought by any person, firm or corporation seeking to enjoin, restrain or in any manner interfere with the Company in the doing of any work called for by this ordinance, or in the observance or performance of any of the agreements or conditions herein provided to be kept or per-

formed by the Company, or in any suit to foreclose or enforce any lien, mortgage or trust deed against it and to move for a dissolution of such injunction or restraining order in such suit, or take any other appropriate steps to protect the rights of the said City in case it shall deem such action necessary or appropriate to protect the interests of the said City.

BOARD OF SUPERVISING ENGINEERS.

SECTION 29. Immediately upon acceptance of this ordinance by the Company, there shall be organized a Board of Supervising Engineers in the manner following:

Within .... days after the acceptance of this ordinance as hereinafter provided, the Company shall appoint an engineer to represent it on said Board, and shall notify the Mayor of said City, in writing, of the name and address of such engineer; and within .... days after such notice the said City shall appoint an engineer as its representative on said Board (which appointment shall be made by the Mayor of the said City and shall be subject to the approval of the City Council), and shall notify the Company in writing of the name and address of its said engineer.

..... is hereby selected and appointed the third member of said Board. The said City or the Company may respectively, at any time and from time to time, remove its representative on said Board, and may also respectively from time to time, appoint an engineer to represent it upon said Board, whenever and as often as it shall cease to have a representative upon said Board from any cause whatsoever. No such removal or appointment shall take effect until written notice thereof has been given to the other party by the party making such removal or appointment.

Two engineers representing the said City and the Company may, at any time and from time to time, remove the third engineer from said Board, and may also select and appoint a third engineer to be a member of said Board, whenever and as often as a vacancy in said Board shall occur from the death, resignation, removal or refusal or inability to act of the third engineer upon said Board.

In the event that any vacancy in the position of third engineer upon said Board shall not be filled by the selection of a third engineer by the two engineers representing the said City and the Company within .... days after such vacancy shall arise, then ..... may fill such vacancy on said Board by appointing a competent engineer thereto upon the application of said City or the Company, after ten days' written notice having been given to the other party of such application.

In case either the said City or the Company desires the removal of the said third engineer and the appointment of another engineer in his place, the party desiring such removal and new appointment may, upon giving ten (10) days' written notice thereof to the other party, apply to the said ..... for such removal, and may publicly present its reasons for asking such removal.

Upon such application of either the said City or the Company, the said ..... shall have the power, but shall not be required to remove the said third engineer. The third engineer shall not be removed by the said ..... at any time, except upon the application of either the said City or the Company.

Upon the refusal or failure of the said ..... to make the appointment herein authorized within ten days after being requested so to do, either the said City or the Company may upon giving ten days' written notice to the other party of its intention so to do, apply to any judge of the.....court for the appointment of such third engineer, and the judge so applied to shall have the power to appoint such third engineer, who, when appointed, shall be a member of said Board and shall be subject to removal in the manner hereinabove provided.

A majority of said Board of Engineers shall at all times constitute a quorum, and be authorized to execute the powers conferred by this ordinance on said Board.

All words in this ordinance contained purporting to give a joint authority to said Board of Supervising Engineers shall be construed as giving such authority to a majority of said Board.

Salaries and Expenses of Board.

The said Board of Engineers shall maintain an office in the said City, and shall employ the necessary assistants and purchase the necessary supplies and materials to enable it properly to perform its duties under this ordinance.

Each of said engineers shall be entitled to receive for his services as a member of said Board compensation at the rate of ..... Dollars per annum, or such other rate as may be provided hereafter by agreement between the Company and the said City.

The salaries and expenses of said engineers during the period of reconstruction provided for in this ordinance shall be added to and form a part of the cost of such reconstruction but thereafter shall be paid out of gross receipts as an operating expense.

CITY TO RESERVE POLICE POWER.

SECTION 30. Nothing in this ordinance contained shall be construed as depriving the said City of the right of exercising any police power which it would have possessed or enjoyed had this ordinance not been granted.

The enumeration herein of special requirements and specific regulations shall not be taken or held to imply the relinquishment by the said City of its power to make other requirements or regulations as to matters not specifically covered by the provisions of this ordinance, and the said City hereby expressly reserves the right to change the regulations herein prescribed and to make all and every such other regulations as may be necessary to secure in the most ample manner the safety, welfare and accommodation of the public, including among other things the right to pass and enforce ordinances to protect the public from danger or inconvenience in the management and operation of street railways throughout the said City and the right to make and enforce all such regulations as shall be reasonably necessary to secure adequate and sufficient street railway accommodations for the people, and insure their comfort and convenience.

The said Council may vest any or all matters of administration under this ordinance, including such thereof as are herein vested in the Mayor, Comptroller or other City officials named in this ordinance or in said "Exhibit B" attached hereto (but excepting those herein vested in said Board of Supervising Engineers), in a Department or Bureau of Local Transportation, or in its City Engineer, or in any official or employes of said City.

COMPREHENSIVE RECONSTRUCTION AND UNIFIED OPERATION ASSURED.

SECTION 31. For the purpose of carrying into effect the purpose and desire of the said City to provide for the unified operation and the comprehensive reconstruction of all the street railways within said City, an ordinance similar to this ordinance in general provisions and character, covering the system of street railways now maintained and operated by the Chicago City Railway Company and the receivers of the Chicago Union Traction Company, granting to the ..... Company the right to operate said system, has been presented for passage by the City Council of said City, concurrently with this ordinance, and it is hereby expressly provided that in the event that the Company accepts this ordinance and files the bond as required in the following section thereof, within the time therein prescribed, and the said Chicago City Railway Company or the ..... Company fails to accept the said ordinance to the said ..... Company within the time and according to the terms provided therein, or in any ordinance amendatory thereof or supplementary thereto, the Company is hereby given authority and obligates itself to extend and operate its street railway system over and upon the streets and parts of streets in the said City covered by the said ordinances to the said Chicago City Railway Company and the ..... Company, so far as and to the extent that the rights of the companies now operating the street railways upon such streets and parts of streets cease and expire by limitation or otherwise, the said street railway system of the Company to be extended over each such street or part of street as rapidly as and to whatever extent the said City is able to and does confer upon the Company lawful authority to construct and operate street railways upon such streets and parts of streets, respectively, and deliver to the Company peaceable possession thereof for such purposes. And the Company hereby agrees to construct and operate in each such street and part of stret so turned over to it as aforesaid, the street railways and equipment required by the ordinance of said ..... Company to be constructed by it therein.

All such extensions of the Company's system and the operation thereof shall be subject to the provisions of this ordinance, in the same manner and to the same extent as if herein expressly provided for as a part of the street railway system of the Company covered by this ordinance.

The construction and equipment of all such extensions shall be made and the cost thereof determined by the said Board of Supervising Engineers, and such extensions shall be made in all respects subject to the provisions of this ordinance as to purchase by the said City or its licensee, the determination of the character and cost of construction, reconstruction, equipment and re-equipment, the annual return to the Company upon its investment, the division of profits with the said City and the operation of such extensions by the Company so far as such provisions can be made applicable thereto.

ORDINANCE BINDING UPON SUCCESSORS AND ASSIGNS.

SECTION 32. This ordinance shall inure to the benefit of and be binding upon the successors and assigns of the Company, and they and each of them shall be bound by all and every its provisions by the Company to be kept and per-

formed, precisely as if in every case they had respectively been named herein with the Company.

BONDS.

SECTION 33. The Company shall forever indemnify and save harmless the said City against and from all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be recoverable from or obtained against the said City, for or by reason of the granting of the privileges hereby conferred upon the Company, or for or by reason of or growing out of or resulting from the exercise by the Company of the privileges hereby granted, or any of them, or from any act or acts of the Company, its servants or agents, under or by virtue of the provisions of this ordinance.

And the Company shall, within the time limited for the acceptance of this ordinance, file with the City Clerk of said City its bond to the said City, in the penal sum of ..... Thousand Dollars, conditioned that it will forever indemnify and save harmless the said City as aforesaid; provided, however, that the giving of said bond or the recovery of a judgment or judgments thereon by the said City shall not be construed as measuring, lessening or limiting the liability of the Company to the said City under any provisions of this ordinance.

ACCEPTANCE.

SECTION 34. This ordinance shall take effect and be in force from and after its acceptance by the Company, under its corporate seal; provided that, if the Company shall not file with the City Clerk the penal bond hereinabove mentioned and its formal acceptance of this ordinance and of all its terms and conditions within .... days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect.

Ald. Zimmer presented the claim of McDonnell & Brennan, which was

Referred to the Committee on Finance.

Ald. Uhlir presented an ordinance in favor of Albaugh Bros., Dover & Co., for a conduit for electric cables under alley, which was

Referred to the Committee on Streets and Alleys, West Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt West 18th street, from South Homan avenue to Clifton Park avenue.

By unanimous consent, on motion of Ald. Zimmer, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Considine presented a petition for a street railway in Fortieth avenue, from Madison street to Lake street, together

with frontage consents thereto, which was

Referred to the Committee on Local Transportation.

Ald. Considine presented the claim of Theodore Lattan, which was

Referred to the Committee on Finance.

FOURTEENTH WARD.

Ald. Maypole presented an ordinance in favor of Mr. and Mrs. M. H. Palmer for a coal hole opening and goods chute in sidewalk, which was

Referred to the Committee on Compensation.

FIFTEENTH WARD.

Ald. Beilfuss presented the following order, which was, on motion, duly passed:

WHEREAS, Frank Dabelstein has heretofore made a deposit with the Commissioner of Public Works of Ten Dollars being made for the purpose of insuring the return of one hydrant key, and

WHEREAS, The said key has been returned to the Department of Public Works as evidenced by receipt held by said Frank Dabelstein, and

WHEREAS, The original receipt given to said Frank Dabelstein for the deposit has been lost; therefore, be it

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to cause the deposit to be paid to said Frank Dabelstein without the return of said receipt.

Ald. Beilfuss presented the claim of Charlotte E. Newburn and Mary F. Carbine, which was

Referred to the Committee on Finance.

SEVENTEENTH WARD.

Ald. Dever presented a communication concerning the licensing of soap manufacturers, which was

Referred to the Committee on Judiciary.

EIGHTEENTH WARD.

Ald. Brennan presented the claim of Jacob Mohr, which was

Referred to the Committee on Finance.

Ald. Conlon presented an ordinance amending the Revised Code of 1905 concerning auctioneers as second-hand dealers, which was

Referred to the Committee on Judiciary.

NINETEENTH WARD.

Ald. Powers presented the following order, which was, on motion, duly passed:

Ordered, That in all departments of the City where union labor is employed the regular union scale of wages shall be paid.

Ald. Bowler presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to refuse to issue permits for street paving to any contracting firms mentioned in the attached report until they shall have repaired the streets set opposite their names in said report.

Congress street from Halsted to Centre avenue, brick pavement; reserve expires, 1910; James A. Sackley, contractor.

Clinton street, from Harrison street to West 12th street, brick pavement; reserve expires, 1911; John P. Agnew, contractor.

Desplaines street, from Harrison street to Van Buren street, brick pavement; reserve expires, 1909; C. M. Netterstrom, contractor.

Ewing street, from Canal street to Halsted street, brick pavement; reserve

expires, 1910; James A. Sackley, contractor.

Pearce street, from Desplaines street to Halsted street, brick pavement; reserve expires, 1911; Citizens Construction Co., contractors.

Centre avenue, from Van Buren street to West 12th street, brick pavement; reserve expires, 1910; Gaffney & Long Construction Co., contractors.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of De Koven street from South Canal street to South Halsted street.

By unanimous consent, on motion of Ald. Powers, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

TWENTY-FIRST WARD.

Ald. Foell presented an order for paving the alley between North State street and Dearborn avenue, from Goethe to Schiller streets, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the north side of Illinois street from Peshtigo court to St. Clair street.

By unanimous consent, on motion of Ald. Reese, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on both sides of Michigan street from St. Clair street produced south to Kingsbury street.

By unanimous consent, on motion of Ald. Foell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

TWENTY-SECOND WARD.

Ald. Sullivan presented an ordinance to amend Section 2429 of the Revised Code of 1905 concerning rates of water through meters, which was

Referred to the Committee on Water Department.

Ald. Sullivan presented the claim of Michael Malloy, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of Kinzie street from North Franklin street produced, south to the north branch of the Chicago river.

By unanimous consent, on motion of Ald. Sullivan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

TWENTY-THIRD WARD.

Ald. Werno presented an order for paving the alley between Cleveland avenue and Mohawk street, from Center street to Wisconsin street, which was

Referred to the Board of Local Improvements.

Ald. Jacobs presented the claim of Henry J. Gottschalk & Co., which was

Referred to the Committee on Finance.

TWENTY-FIFTH WARD

Ald. Williston presented an order for nonsuiting all pending cases under the elevator inclosure ordinance of 1897, which was

Referred to the Committee on Building Department.

TWENTY-SIXTH WARD.

Ald. Lipps presented an order and petition for sidewalk on Hills court from Ashland avenue to Clark street, which was

Referred to the Board of Local Improvements.

Ald. Reinberg presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay water main in Argyle street, from Lincoln avenue to a point two hundred and forty (240) feet west of Lincoln avenue, provided that it will pay a permanent annual revenue of ten cents per lineal foot.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of Winnemac avenue from North Robey street to Lincoln avenue, etc.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson,

Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a permit to R. C. Frerksen, 2945 Grand avenue (northwest corner of 51st avenue) for a drug store (mortar) sign; the placing of said sign to be subject to all the rules and regulations of the Department of Public Works, and this permit to be subject to revocation at any time by the Mayor in his discretion.

Ald. Blase presented an order to open North 52d avenue from West Irving Park boulevard to West Montrose avenue; also, an order to open West Berteau avenue from Milwaukee avenue to North 52d avenue; and an ordinance for vacating parts of North 47th avenue, Pensacola avenue and Malcolm avenue, which were

Referred to the Committee on Streets and Alleys, West Division.

Ald. Blase presented the claim of H. Bartels, which was

Referred to the Committee on Finance.

TWENTY-EIGHTH WARD

Ald. Larson presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect one boulevard lamp-post in front of St. James M. E. church on North Maplewood avenue, corner of Dunning street.

Ordered, That the Comptroller be and he is hereby directed to furnish to the City Council a list of deductions directed by the City Council on the request of the Board of Education during the fiscal years of 1903, 1904 and 1905 to be set aside from the appropriation for the buildings and grounds.

Ald. Herlihy presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect two gas lamps in front of Polish Lutheran church, at 1340 North Campbell avenue.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place gasoline lamps on Hermitage avenue from 53d street to 54th street.

Ald. Wendling presented an order for a sidewalk on Paulina street, from 54th to 55th street, which was

Referred to the Board of Local Improvements.

Ald. Golombiewski presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place gasoline lamps on California avenue from Archer avenue to 47th street, and on Rockwell street from 44th to 47th streets.

Ordered, That the City Electrician be and he is hereby directed to establish and maintain a patrol box at 47th and Rockwell streets.

Ordered, That the City Electrician be and he is hereby directed to establish and maintain fire alarm box at 47th and Rockwell streets.

THIRTY-FIRST WARD.

Ald. O'Connell presented the claim of Henry F. Schuberth, which was

Referred to the Committee on Finance.

Ald. Roberts presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water supply pipe laid in 59th street from Irving avenue west as far as same will pay a permanent annual revenue of ten cents per lineal foot.

THIRTY-SECOND WARD.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to require the Chicago, Rock Island and Pacific Railway Company to maintain a flagman at the intersection of West 103d street and the suburban branch of that railway, one child having been killed and others injured at that place (petition attached).

Ordered, That the City Electrician be and he is hereby directed to place and put in service a gasoline street lamp at the southeast corner of West 97th and Wood streets (petition attached).

Ordered, That the Commissioner of Public Works be and he is hereby directed to attach top to the gas lamp post at the intersection of Lowe avenue and West 76th street and put same in service (petition attached).

Ald. Badenoch presented the claim of Rudolph Stiebner, which was

Referred to the Committee on Finance.

Ald. Badenoch presented an order for paving Stewart avenue from South Normal Parkway to West 79th street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with slag macadam a system of streets as follows: West 102d street from South Halsted street to Lowe avenue, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn. Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: on both sides of West 70th street from South Morgan street to South Centre avenue, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinace for cement sidewalks on a system of streets as follows, to-wit: on the

south side of of West 71st street from South Ada street to South Centre avenue, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: on the south side of West 67th street from Loomis street to South Centre avenue, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented orders for sidewalks on streets in territory bounded by Kimbark avenue, 75th street, Jackson Park avenue, and 71st street, also on Cottage Grove avenue from 87th to 95th street, which were

Referred to the Board of Local Improvements.

THIRTY-FOURTH WARD.

Ald. Kohout presented the claim of Gottfried Eich, which was

Referred to the Committee on Finance.

Ald. Kohout moved that the claim of C. H. Anderson be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

THIRTY-FIFTH WARD.

Ald. Race presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works report why the Suburban Railroad Company have not repaired their right of way on Harrison street, from South 48th avenue to Austin avenue, in accordance with order passed April 30, 1906, page 268, Council Proceedings.

Ordered, That the Commissioner of Public Works extend the sidewalk intersections on Cedar and Superior streets at Prairie avenue, Waller avenue and Park avenue in accordance with the order passed May 7, 1906, page 341, Council Proceedings.

Ald. Hunter presented the claim of Jos. Schwartz, which was

Referred to the Committee on Finance.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted

the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred an ordinance requiring the City Treasurer to make deposits of city funds daily; and an ordinance in regard to city deposits, having had the same under advisement, beg leave to report and recommend the passage of the ordinances as submitted.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The City Treasurer of the City of Chicago is hereby directed and required to deposit daily, during banking hours, all moneys received by him as City Treasurer during the day and such as he may have received on the day previous after banking hours, keeping on hand, however, a sufficient amount of currency to enable him to cash the usual and ordinary amount of vouchers daily presented for payment.

SECTION 2. That of the banks or depositaries which may be designated by the City Council, with whom the money of the city shall be deposited, the City Comptroller shall have power and authority to designate, from time to time, for a period not longer than one month at a time, one of these banks or depositaries as the active bank or depositary, in which bank the City Treasurer shall deposit all moneys, and upon which such bank or depositary the City Treasurer may draw his check for such currency as he may require or need and to pay warrants drawn upon him by the Mayor and City Comptroller; and the City Treasurer shall have no power to withdraw, in any way, any of the city's moneys from any other bank or depositary, except the active bank, unless he shall be specially authorized so to do in writing by the City Comptroller upon a warrant duly signed by the Mayor and City Comptroller and a duplicate of such authority shall be transmitted by the City Comptroller to such bank or depositary, not being the active bank, from which the City Treasurer is specially authorized to withdraw money.

SECTION 3. That the City Treasurer, before entering upon the duties of his office shall give a bond with sufficient sureties, to be approved by the City Council, in the sum of $————.

AN ORDINANCE

In regard to city deposits.

Be it ordained by the City Council of the City of Chicago:

THAT WHEREAS, The Comptroller of the City of Chicago is required at least once in each year, and not later than the first day of December in each year, to advertise for bids from all regularly established national and state banks doing business within the corporate limits of the City of Chicago for interest upon the money of the city so to be deposited in such banks, the City Council having power to reject all bids and to designate as many depositaries as it deems necessary for the protection of the city's interests and award bids accordingly and to pass all necessary ordinances in reference thereto.

SECTION 1. That the City Comptroller in advertising for such bids is authorized and directed to give notice that the average monthly deposit to be made in any one bank shall not exceed the sum of $1,000,000, the City Council designating the banks and the amounts to which such banks shall be respectively entitled.

SECTION 2. No moneys shall be deposited with any bank or such award be effective until such depositary shall have delivered to the Comptroller a bond running to the City of Chicago in double the amount which such bank or depositary shall be designated as being entitled to receive upon its bid and with such sureties as the City Council shall approve,

conditioned in like manner as other official bonds given by public officials, charged with the custody of money.

SECTION 3. This ordinance shall take effect and be in force from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred ordinance amending Section 1853 of the Revised Code relating to Contractors' Bonds of Indemnity, having had the same under advisement, beg leave to report and recommend the passage of the ordinance as drawn by the Law Department, and recommended by the Commissioner of Public Works.

AN ORDINANCE

Amending Section 1853 of "The Revised Municipal Code of Chicago of 1905."

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1853 of "The Revised Municipal Code of Chicago of 1905" be and the same is hereby amended so as to read as follows:

"1853. (Contractor's Bond of Indemnity.) Whenever any work or improvement is let by contract, to any person or corporation, the officers of the city letting the same shall, in all cases, take a bond from such person, or corporation, with good and sufficient sureties, in an amount equal to the total amount the city is obligated to pay under such contract to insure the performance of the work in the time and manner required in such contract, and also to save and indemnify and keep harmless the said city against all liabilities, judgments, costs and expenses which may in any wise accrue against said city in consequence of the granting of such contract, or which may in any wise result from the carelessness or neglect of such person, or corporation, or his or its agents, employes or workmen, in any respect whatever; and conditioned also, that when any judgment shall be recovered against said city by reason of the carelessness or negligence of such person or corporation so contracting, or his or its employes or workmen, and when due notice has been given by the city to such person or corporation of the pendency of such suit, such judgment shall be conclusive against such person or corporation, and his or its sureties on such bond, not only as to the amount of damages, but as to their liability; and such bond shall be conditioned also for the payment of all claims and demands whatsoever which may accrue to each and every person who shall be employed by such contractor, or any assignee or sub-contractor of such contractor, in or about the performance of such contract; provided that where the execution of the contract requires the obstruction or opening up of any street, alley or other public place the bond of such contractor shall in no case be less than the sum of ten thousand ($10,000) dollars."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom

was referred ordinance directing laying of water mains in the alley south of Fifty-fifth street, from Sangamon to Morgan street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance as submitted.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized and directed to lay an eight (8) inch water main in the first alley south of 55th street, from Sangamon street to Morgan street, connecting with the water mains now in service.

SECTION 2. For the purpose of defraying the expense of laying said water main there is hereby appropriated out of the water fund the sum of four hundred ($400.00) dollars, to be expended on vouchers approved by the Commissioner of Public Works.

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred petition of assistant engineers at pumping stations for increase of compensation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to increase the compensation paid to assistant engineers at the various pumping stations of the city to the rate of two thousand ($2,000.00) dollars per annum, to take effect on the first day of November, 1906, and the Comptroller is ordered to pay the additional compensation so allowed from the Water Fund.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claim of Barry-Beach Company, for refund of building permit, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to the Barry-Beach Company the sum of fifteen ($15.00) dollars, same being refund of amount paid for building permit A-28939, and charge same to the Finance Committee Fund, appropriations 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred petition of receiver of Chicago Terminal Transfer Railroad for duplicate water pipe certificate, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue duplicate certificate of

No. 81 Water Pipe Deposit Certificate, issued December 30th, 1886, to the Chicago and Great Western Railroad in the sum of eight hundred eighty-two ($882.00) dollars, upon the signing of a bond satisfactory to the Commissioner of Public Works, saving the city harmless on account of the issuance of said duplicate certificate.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claim of William J. Gleeson for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue to William J. Gleeson a voucher in the sum of thirty-five and ninety-four one-hundredths ($35.94) dollars, being wages deducted during July on account of illness, and the Comptroller is ordered to pay the same from appropriation for Lake View Pumping Station. This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claims of J. Henry Kraft and James Wallace, for decrease of water taxes, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to decrease the water taxes assessed against the following named persons in the amounts set opposite their names, same to be in full for claims for decreases of taxes assessed against the properties named:

J. Henry Kraft, 1765 Milwaukee avenue $112.00

(Provided that the balance of assessment due and unpaid is paid at once, and provided further that the attorney for the water office shall proceed to collect $58.50 from the user or users of the water, being the amount of the above which is collectable at this date).

James Wallace, No. 250 East 61st street .....$ 81.00

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee to whom was referred the claims of James Lowis and James S. Lyons for damages to property, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LOCAL TRANSPORTATION.

The Committee on Local Transportation submitted the following report, which was, on motion of Ald. Werno, (at the request of Ald. Cullerton), deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Local Transporta-

tion to whom was referred an order directing the Committee on Local Transportation to report the result of the test made by the Northwestern Elevated Railroad Company to deaden or lessen the noise caused by the operation of its trains, having had the same under advisement, beg leave to report and recommend that the accompanying communication from the Superintendent of Streets be published and placed on file.

CHARLES WERNO,
Chairman.

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, October 25, 1906.

Mr. Charles Werno, Chairman, Judiciary Committee:

DEAR SIR—Permit me to call your attention to the following copy of report made by my Engineer, Mr. Van Wakeman, relative to the lessening of noise produced by operation of the Union Loop:

"On the east track of the Union Loop, between Monroe and Jackson streets, gravel has been placed between and over ties, in the nature of an experiment looking toward the lessening of noise caused by the operation of trains. This is in the nature and has the effect of loading the structure. The volume of noise may be lessened to some extent, but not materially. The character of the noise is changed as might be expected, the tone given out being lower.

"It is my belief that 85 per cent of the noise is given out by the structure itself, rather than by the rail or ties, the vibration on the rail being carried by the ties to the steel structure. Any scheme which would insulate the ties from the structure would be effective in abating the nuisance.

"Pads of any non-conducting material between the ties and the structure would be effective as long as they retained their resiliency. However, in my belief, the simplest method would be the construction of a deck-bridge, similar to those used by most large railway systems. This would consist of a deck of suitable timbers with side rails, the whole containing ballast of broken stone or gravel. The ties to be embedded in the ballast with, at least, four to six inches of ballast between the bottom of the tie and the deck.

"An arrangement of this kind would raise the grade of the rails and the station platforms. Trestles and bridges of this character give out no more noise than the ordinary roadbed."

Yours truly,

M. J. DOHERTY,
Superintendent of Streets.

GAS, OIL AND ELECTRIC LIGHT.

The Committee on Gas, Oil and Electric Light submitted the following report, which was, on motion of Ald. Young, deferred and ordered published:

CHICAGO, October 24, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Gas, Oil and Electric Light to whom was referred an order granting permission to Vette & Zuncker to string an electric wire, having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance, with compensation as fixed by the Committee on Compensation.

AN ORDINANCE

Granting authority to Vette & Zuncker to string an electrical wire across the public alley separating 44 North Green street from 43 North Peoria street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Henry Vette and Peter Zuncker, co-partners, trading as Vette & Zuncker, to construct and maintain

an electrical wire extending from their premises known as 44 North Green street across the public alley running north and south between North Green street and North Peoria street to the premises known as 43 North Peoria street, as indicated on the plat hereto attached, which is hereby made a part of this ordinance. Said wire shall be used exclusively by the said grantees, and shall be constructed and operated in such a manner as not to interfere with travel on said alley, and shall be constructed and maintained under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. The operation and maintenance of the electrical wire herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to electricity and the use of electrical wires.

SECTION 4. Said grantees shall not construct said wire until they shall have secured a permit from the Commissioner of Public Works, and said permit shall not be granted until the said grantees shall make application in writing for the same, and shall comply with the terms and conditions of this ordinance. Should said wire at any time during the life of this ordinance interfere with or obstruct in any manner the construction of any municipal work hereafter to be constructed, the grantees, their heirs, executors or assigns, shall remove said wire or change the location thereof, as directed by the Commissioner of Public Works, at their own expense and without any expense whatever to the City of Chicago; and said grantees, their heirs, executors or assigns, shall likewise, at the termination of the privileges herein granted, by lapse of time or otherwise, remove said wire at their own expense.

SECTION 5. No permit shall issue under the authority of this ordinance until the grantees herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00) with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, the City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said City by reason of the passage of this ordinance, or by reason of any act or thing done under or by virtue of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. The said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. The grantees herein, their heirs, executors and assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges hereby granted shall terminate and this ordinance become null and void if said grantees, or their heirs, executors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantees herein shall file their acceptance

of the same and the bond hereinbefore provided for within thirty (30) days from the passage hereof.

LINN H. YOUNG,
Chairman.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance vacating alleys in Bissell's Second Sub., having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation.

AN ORDINANCE

Providing for the vacation of certain portions of the public alleys in the block bounded by 32d street, Emerald avenue, 33d street and Union avenue, and for the dedication of a new public alley in said block.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the public alley dedicated by the Archbishop of Chicago, a corporation sole, under an ordinance passed by the City Council of the City of Chicago on July 2, 1906, the same being the southern part of Lot six (6), in Bissell's Second Subdivision of the south one-half (½) of the east one-half (½) of Block eight (8), in Canal Trustees' Subdivision of the west one-half (½) of the northwest quarter (¼) of Section thirty-three (33), Township thirty-nine (39) North, Range fourteen (14) East of the Third Principal Meridian, being the alley running east and west as shown in red and marked "to be vacated" on the plat hereto attached, which is hereby made a part of this ordinance; also that portion of the sixteen (16) foot public alley running north and south from 32d street to 33d street, between Emerald avenue and Union avenue, lying between the alley so dedicated in the southern portion of Lot six (6), Lot seven (7) and the north nine (9) feet of Lot eight (8) on the west, and Lots forty-three (43), forty-two (42) and forty-one (41) on the east, being that portion of the said alley shown in red and marked "to be vacated" on the said plat, be and the same are hereby vacated, inasmuch as said alley running east and west and said portion of the alley running north and south are no longer required for public purposes and the public interest will be subserved by their vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within sixty (60) days after the passage of this ordinance the said Archbishop of Chicago, who is the owner of Lot eight (8) in said subdivision, shall pay to the City Collector of the City of Chicago the sum of two hundred thirty-five and eight one-hundredths ($235.08) dollars, and shall dedicate as a public alley and open to public use as such the south sixteen (16) feet of said Lot eight (8) in said subdivision, said portion of said Lot eight (8) being shown in yellow and marked "to be dedicated" on the said plat hereto attached, and further that the said Archbishop of Chicago shall file within sixty (60) days in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing such vacation and such dedication; and in case of failure to so dedicate and open up the new alley as aforesaid, or to record the plat as aforesaid, or pay compensation as aforesaid within said sixty (60) days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take

effect and be in force from and after its passage and due publication, subject, however, to the conditions of Section 2, as provided herein.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, granting Chicago Bridge and Iron Company switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted to the Chicago Bridge and Iron Company to maintain the railroad switch track heretofore constructed and operated by them extending along and upon Throop street(Hilliard avenue) and twice across Elm street (105th), said railroad track starting at a point on the present switch track of the Chicago Bridge and Iron Company in Hilliard avenue, on the north line of Elm street (105th), 28 feet due east of the southwest corner of Block No. 3, Hilliard and Hitt's Subdivision of Washington Heights, Chicago, thence southerly on a 21-degree 30-minute curve to the right, crossing Elm street (105th), and intersecting the northeast corner of Block No. 6, in said Hilliard and Hitt's Subdivision; also a second crossing of said Elm street (105th) beginning at a point on the right of way of the Chicago, Rock Island and Pacific Railway Company 29 feet due west from the southwest corner of said Block 3, thence on a 21-degree 30-minute curve to the left southerly, crossing Elm street (105th), and intersecting the north line of said Block 6 at a point due south from the southwest corner of said Block 3; the two crossings of Elm street (105th), as specified above, being in a continuous curve forming a Y between the two existing switch tracks into the property of said Chicago Bridge and Iron Company, in accordance with the plans hereto attached for and during the period of ten (10) years from and after the passage of this ordinance.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment and repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said streets as are occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted by expiration of time or otherwise said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said streets occupied by said switch track to a condition safe for public travel similar to the remaining portions of said streets in the same block to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the

satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized, until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges herein granted, the said Chicago Bridge and Iron Company shall pay to the City of Chicago the sum of one hundred seventy-five and twenty-nine one-hundredths dollars ($175.29) for the use of said streets from the 22d day of June, A. D. 1905, to the date of the passage of this ordinance, and the further sum of one hundred twenty-seven and fifty one-hundredths dollars ($127.50) per annum in advance each and every year during the life of this ordinance; the first payment of such annual amounts to be as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fails to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the bond herein above mentioned be filed within thirty (30) days from the passage hereof.

ERNEST BIHL,
Chairman.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Hunter, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance, vacating alley in School Section Addition, Block 26, 16-39-14, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ten (10) foot public alley extending east from Desplaines street and adjoining Lots one (1), two (2), three (3), four (4) and five (5), in the Resubdivision of Lot one (1), Block twenty-six (26), School Section Addition to Chicago, Section sixteen (16), Township thirty-nine (39)

North, Range fourteen (14) East of the Third Principal Meridian, as shown in red and marked "to be vacated" on the plat hereto attached, which is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance the Adams Express Company, who shall derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of nineteen hundred two and 43-100 ($1902.43) dollars, and further that the said Adams Express Company shall file, within thirty (30) days, in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing such vacation, and in case of failure to pay compensation as aforesaid, or to record the plat as aforesaid within said thirty (30) days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and due publication, subject, however, to the conditions of Section 2 as provided herein.

THOS. M. HUNTER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Hunter, deferred and ordered published:

CHICAGO, October 29, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance granting permission to the Peter Schuttler Company to maintain iron pipe across 23d street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation.

AN ORDINANCE

Granting to the Peter Schuttler Company authority to lay down and maintain a cast iron pipe across the street known as West 23d street, at a point three hundred feet east of Rockwell street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Peter Schuttler Company, its successors and assigns, to lay down, maintain and operate a cast iron pipe, not to exceed eight (8) inches in diameter, in and across the street known as West 23d street, at a point three hundred (300) feet east of Rockwell street and connecting the cistern located on the premises of the said company at 22d and Rockwell streets with its premises described as a lumber yard and located directly across the said 23d street; said pipe shall be used only for conveying water from the cistern to the premises, as herein described. The location of said pipe and the construction of same shall be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted the pipe herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed, said street shall be restored to its proper condition, to the satisfaction of the Commissioner of Public Works, so that the portion of said street where said pipe had been located shall be put in the same condition and safe for public travel as the remaining portion of

said street in the same block, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago. Said grantee shall do no permanent injury to said street, or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber more of said street than shall be necessary to enable it to proceed with advantage in constructing said pipe.

Should said pipe interfere with or obstruct in any manner the construction of any municipal underground work hereafter constructed, the grantee herein, its successors or assigns, shall remove said pipe or change the location thereof, as directed by the Commissioner of Public Works, at its or their own expense, and without any expense whatever to the City of Chicago.

SECTION 4. The grantee, its successors and assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance; the first payment shall be made at the time of the filing of the acceptance of this ordinance, and succeeding payments annually thereafter, and all payments shall be made at the office of the City Collector of the City of Chicago, It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance shall become null and void if said grantee, or its successors or assigns, fails to promptly pay any installment of the said compensation.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00) with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to or which may accrue against, be charged to, or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. During the life of this ordinance the grantee herein, its successors and assigns, shall at all times keep the surface of the street over said pipe in a condition satisfactory to the Commissioner of Public Works, and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage, and upon the filing of the acceptance, in writing, of this ordinance by said grantee, said acceptance to be filed with the City Clerk of the City of Chicago, within thirty (30) days from the passage of this ordinance, and the filing of the bond hereinbefore provided for.

THOS. M. HUNTER,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance vacating a part of West 14th street, near Leavitt street, and an alley in Block ten (10) of Section 29-39-14, submitted a report recommending that the same be placed on file.

Ald. Hunter moved to concur in the report.

The motion prevailed.

BUILDING DEPARTMENT.

The Committee on Building Department submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, October 25, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Sections 730 and 731 of the Revised Municipal Code in re shut-off valve for electric wires and gas pipes into buildings, having had the same under advisement, beg leave to report and recommend that the same be passed.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Sections 730 and 731 of the Revised Municipal Code of Chicago of 1905 shall be and the same are hereby amended so as to read as follows:

Sec. 730. Any person, firm, or corporation within the city furnishing gas or electricity for illuminating, heating or other purposes, which enter buildings by pipes, conduits, or wires, shall furnish and equip every such building within the city limits with a device or shut-off valve or valves, which will enable firemen to shut off the supply of gas or current of electricity to any such buildings from the outside walls thereof; such device or shut-off valves to be placed at such a point or at such points on the outside of any such buildings as may be designated by the Fire Marshal and City Electrician of the City of Chicago and to be of such design and construction as to enable such devices or shut-off valves to perform with reasonable certainty and safety the work required to be done thereby.

Any device or devices installed for the purpose of carrying out the provisions of this section shall first be approved by the Fire Marshal, and after the installation thereof the control of any such device or devices so installed in or upon any building under the provisions of this section shall be under the supervision of the Fire Department of the city.

Provided, however, that buildings used exclusively for residence purposes and out-buildings, sheds or barns attached or appurtenant to buildings used exclusively for residence purposes shall be exempted from the provisions of this section.

Sec. 731. Any person, firm, or corporation furnishing gas or electricity for illuminating, heating, or other purposes, which enters buildings by pipes, conduits, or wires, coming within the provisions of the foregoing section, who shall neglect, fail, or refuse to equip any such building with a device or devices such as are described in the foregoing section shall be fined not less than fifty dollars nor more than two hundred dollars for each offense, and each day which shall elapse before the equipment of any such building with a device or devices as herein required shall be deemed a separate and distinct offense, and any person who shall disturb, meddle, or tamper with any device or devices installed under the provisions of the preceding section upon any building or any buildings, without authority from the Fire Marshal, shall be fined not less than ten dollars nor more than one hundred dollars for each offense.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

M. P. RILEY,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance amending Section 730 of the Revised Municipal Code of 1905 concerning gas shut-off cocks in school buildings; also an order regulating department stores in outlying districts; and an order in favor of Samuel Lyons for a sign, submitted reports recommending that the same be placed on file.

Ald. Riley moved to concur in the reports.

The motion prevailed.

COMPENSATION.

The Committee on Compensation, to whom was referred an ordinance granting T. J. Peterson & Co. permission to maintain an elevated switch track across North Irving avenue, submitted a report recommending that the ordinance be referred to the Committee on Streets and Alleys, West Division.

Ald. Snow moved to concur in the report.

The motion prevailed.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Frank O'Donnell, for wages during illness, deferred and published October 22, 1906, page 1724.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized to issue a voucher in favor of Frank O'Donnell for fifteen days' time lost on account of illness, in accordance with its recommendation of October 19, 1906, attached hereto, and the Comptroller is ordered to pay the same from the appropriations for the Board of Local Improvements.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of William Cummings, for a rebate on pool table license, deferred and published October 22, 1906, page 1724.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Collector be and he is hereby authorized to allow to William Cummings the sum of fifteen and eighty-three one-hundredths dollars ($15.83) upon payment for billiard and pool table license for the current term, being the amount overpaid on last period license.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Anna Matuszewska, for injuries to daughter, deferred and published October 22, 1906, page 1724.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson,

Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to pay to Anna Matuszewska the sum of thirty-nine dollars ($39.00) same to be in full of all claims for injuries to her daughter caused by being shot September 15th, 1906, by policeman of the Thirty-third Precinct while firing at fleeing criminal, and charge same to the Finance Committee Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claims of Zac Zimmerman for refund of saloon license and Joseph Stodola, for refund of duplicate amusement license, deferred and published October 22, 1906, page 1725.

Ald. Bennett moved to concur in the report and pass the order therewith, allowing the claim of Zac Zimmerman.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Zac Zimmerman the sum of three hundred twenty and sixty-five one-hundredths dollars ($320.65), same being for unused portion of saloon license No. 157, first period 1906, and charge same to the Finance Committee Fund, appropriations 1906.

Ald. Bennett moved to concur in the report and pass the order accompanying the report, allowing the claim of Joseph Stodola.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Joseph Stodola the sum of twenty-five dollars ($25.00), same being refund of amount paid for amusement license No. 357, two licenses having been taken out through error, and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken upon the report and recommendation of the City Collector, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Charles W. Bennett, for salary, deferred and published October 22, 1906, page 1725.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Charles W. Bennett in the sum of thirty-five and seven one-hundredths dollars ($35.07), same being for wages deducted on account of absence from duty at the Central Park Avenue Pumping Station, and the Comptroller is ordered to pay the same from appropriations for pumping stations. This action is taken in accordance with the report of the City Engineer attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on claim of Hugh Doran for wages during suspension, deferred and published October 22, 1906, page 1725.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of Hugh Doran in the sum of one hundred twelve and fifty one-hundredths dollars ($112.-50), same being for time deducted on account of suspension of said Hugh Doran from his position, and the Comptroller is ordered to pay the same from the appropriation for the Harrison Street Pumping Station. This action is taken in accordance with the recommendation of the Commissioner of Public Works and City Engineer attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Josephine Lane for wages during illness, deferred and published October 22, 1906, page 1726.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Josephine Lane in the sum of three hundred seventy-five dollars, same being for wages deducted on account of illness of said Josephine Lane, during May, June, July, August and September, 1906, and the Comptroller is ordered to pay the same from the appropriation for the Bureau of Sewers.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on sundry bills of Health Department, deferred and published October 22, 1906, page 1726.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Health be and he is hereby authorized to voucher the following bills against the appropriations heretofore made for his department, and the Comptroller is ordered to pay the same when properly vouchered and approved by the department (providing same have not been heretofore paid):

P. J. Murray, expense incurred in entertaining visiting city officials	$ 19.00
Chicago Building & Repair Co., for extras on work done at Isolation Hospital	325.50
P. McGarry & Son, for extras in resetting boilers at Isolation Hospital	394.42
Cameron-Amberg & Co., for printing department's report for years 1904-5	3,436.50

This action is taken in accordance with the recommendation of the Commissioner of Health, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on claims of S. Foster & Co., Edward E. Vail, George A. Marshall, Madlung & Eidmann, Mary Hutchins, Joseph Kenney & Sons and Peter Bartzen, for rebate of water taxes, deferred and published October 22, 1906, page 1726.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following named persons in the amount set opposite their names, same to be in full of all claims for rebate of water taxes paid on the properties named, and the Comptroller is ordered to pay the same:

S Foster & Co., 12-16 N. Ann St.	$51.30
Edward E. Vail, 7334 Yale Ave.	23.00
George A. Marshall 320 Washington Blvd	12.92
Madlung & Eidmann, 7012 S. Carpenter St.	2.50
Madlung & Eidmann, 7014 S. Carpenter St.	2.50
Madlung & Eidmann, 7018 S. Carpenter St.	2.50
Madlung & Eidmann, 7731 S. Halsted St.	4.12
Mary Hutchins, 4548 Princeton Av.	11.00

Joseph Kenny & Sons 923 Blue Island Av. 42.10
Peter Bartzen, 109-111 Lawrence Av. 20.00

This action is taken in accordance with the several recommendations of a sub-committee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Mrs. Tenney and F. E. Krause, for repairs to sewer, deferred and published October 22, 1906, page 1727.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of Mrs. Tenney and F. E. Krause in the sum of twenty and seventy-five one-hundredths dollars ($20.75), same to be in full of all claims for repairs to sewer at 991 South Trumbull avenue, and the Comptroller is ordered to pay the same from the appropriation for repairs to sewers. This action is taken in accordance with the recommendations of the Comissioner of Public Works and the Superintendent of the Bureau of Sewers, attached hereto.

The Clerk on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Charles J. Vopicka for decrease of water tax, deferred and published October 22, 1906, page 1727.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to decrease the water tax assessed against 718 South Halsted street in the sum of twenty and twenty-five one-hundredths dollars ($20.25), on account of leakage, provided the balance of unpaid water tax assessed upon 718 South Halsted street is paid at once. This action is taken in accordance with the recommendation of a sub-committee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on petition of P. H. Rapp for wages, deferred and published October 22, 1906, page 1727.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Culerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Special Park Commission be and it is hereby authorized to issue a voucher in the sum of twenty dollars ($20), in favor of P. H. Rapp for wages withheld from June 20th to June 26th, and the Comptroller is ordered to pay the same from appropriations for Small Park Commission. This action is taken in accordance with the recommendation of the Chairman of the Special Park Commission, attached hereto.

SPECIAL ORDER.

The Clerk, on motion of Ald. Dever, presented an ordinance amending Sections 705 to 715 of the Revised Code of 1905 (in re billboards, etc.) substituted for the ordinance recommended by the Committee on Judiciary in regard thereto, and published October 22, 1906, page 1744.

AMENDMENTS

to the ordinance under consideration were presented as follows:

By Ald. Badenoch:

Amend by adding a new section as follows:

"[704a]. Bond and License). Any person or persons, company or corporation, desiring to engage in and carry on the business or occupation of bill-posting, advertising, sign or bulletin painting, card and banner tacking, distributing of hand bills, samples, posters, advertisements or notices of any kind whatsoever, or any similar business, or any part thereof, in the City of Chicago shall first file with the City Comptroller a bond with sufficient sureties to be approved by the City Comptroller in the penal sum of five thousand ($5,000.00) dollars, conditioned that the person or persons, company or corporation, licensed to engage in any of the above occupations will save and protect harmless the said city of Chicago from any and all damages arising from the prosecution of said business and will conform with all the city ordinances of said city regulating said business.

When any person or persons, company or corporation, shall have filed the bond as hereinbefore provided in this ordinance the City Clerk shall issue a license for a period of one year to said person or persons, company or corporation, to carry on said business or occupation upon the payment to said city of the sum of two hundred and fifty ($250.00) dollars as a license fee and shall issue badges bearing the name and number of license, which badges shall be worn conspicuously displayed by all employes of all licensees."

By Ald. Lipps:

Amend Section 705 by inserting after the word "placed" and before the word "on" in the third line of the first paragraph the words "above the first story."

Amend first paragraph of Section 705 by adding to the end thereof the following: "And every bill-board or sign-board erected or placed on the front of any building below the first story thereof shall be made of incombustible material unless the superficial area of such sign-board or bill-board shall be less than 100 square feet."

By Ald. Stewart:

Amend Section 705, paragraph 2, line

10 thereof, by striking out the words "more than one hundred square feet in superficial area" and by inserting in lieu thereof the words "longer than the roof on building they are erected upon."

By Ald. Herlihy:

Amend Section 707, Article 23, line 16, right hand column, to read "five feet from inside sidewalk line."

By Ald. Dever:

Amend Section 709 of the ordinance by striking out the word "constructed" in the fifth line thereof; also the word "construct" in the eighth line thereof; also the word "construction" in the twenty-fourth line thereof.

Amend Section 711 of the ordinance by striking out the words "sixty days" in the nineteenth line thereof and inserting in lieu thereof the word "months."

By Ald. Scully:

Amend Section 711, line 12, by striking out the word "forthwith" and inserting in lieu thereof "within one year from and after the passage of this ordinance."

By Ald. Powers:

Amend by striking out of Section 705, page 1744, line 5, the words "made wholly of" and insert instead the words "faced with."

Amend Section 706, page 1745, line 11 of section, by striking out the words "constructed of" and inserting in lieu thereof the words "faced with."

Amend Section 705, paragraph 2, line 12 thereof, by striking out the words "more than one hundred square feet in superficial area" and inserting instead the words "longer than the roof of building they are erected upon."

Substitute for Section 709 the following:

"709. No Billboard or Advertising Bulletin Board Shall Be Erected Without Permit). No bill board or advertising bulletin board such as described in this ordinance shall be erected, constructed or maintained within this city unless a permit shall first have been secured by the person, corporation or company desiring to erect, construct or maintain such bill board or advertising bulletin board, from the Commissioner of Buildings to whom application for such permit shall be made, which person, corporation or company shall be licensed and bonded as in the ordinance provided; and such application shall be accompanied by such diagram of the proposed bill board or advertising bulletin board as may be necessary to fully advise and acquaint the Commissioner with construction of such bill board or advertising bulletin board. If the diagram accompanying such application shall be in accordance with the provisions of this ordinance said Commissioner shall thereupon issue a permit for the erection or construction of such bill board or advertising bulletin board upon the payment by the applicant of a fee as hereinafter fixed; provided, however, that none of the provisions of this ordinance shall apply to or affect any bill board or advertising bulletin board erected upon property abutting the right of way of any railroad where such bill board or advertising bulletin board does not front upon a public highway, except that a person, company or corporation desiring to erect, construct or maintain bill boards or advertising bulletin boards on property abutting the right of way of railroads must be licensed and bonded as in this ordinance provided."

Amend by striking out all of Section 713 and substituting therefor the following section:

"713. Fees for permits.) The fee to be charged for permits issued for the erection or construction of bill boards or advertising bulletin boards shall be two ($2.00) dollars for each bill board or advertising bulletin board."

Ald. Fisher presented the following resolution and amendment to the ordinance under consideration:

WHEREAS, The ordinance now pending before the City Council of the City of Chicago, known as the "bill board" ordinance, will work irreparable injury to the commercial sign interest of this city, who, while engaged in the business of making signs, are a separate and distinct branch of the sign business from the advertising, bulletin and bill posting branch, and are in no way producing the risk which is the cause of the pending ordinance; and

WHEREAS, The Sign Contractors' Association of the City of Chicago in meeting assembled desired to be protected in their interests; therefore, be it

Resolved, That the City Council of the City of Chicago be and is hereby requested to take into consideration the following suggestion amending the pending ordinance.

Amend the ordinance by adding at the end of Section 14 thereof the following: "Nothing in this ordinance shall be so construed as to apply to commercial signs upon the fronts of buildings."

Ald. Larson moved that the ordinance and amendments thereto be deferred and made a special order of business for the next regular meeting of the Council at 8:30 o'clock.

Ald. Dever moved to lay on the table the motion to defer.

The motion was lost.

The question recurring on the motion to defer, the motion prevailed.

SPECIAL ORDER.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance creating a prohibition district bounded by Lake Shore drive, Cedar street, State street, Maple street, Dearborn avenue, Oak street and Rush street, deferred and published October 22, 1906, page 1728.

Ald. Dailey moved to place the report and ordinance on file.

The motion prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dailey, Richert, Martin, McCormick, Moynihan, Derpa, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Maypole, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Sullivan, Dougherty, Krumholz, Reinberg, Blase, Herlihy, Wendling, Golombiewski, Nolan—32.

Nays—Harding, Dixon, Pringle, Young, McCoid, Bennett, Snow, Harris, Harkin, Smith, Beilfuss, Stewart, Finn, Reese Foell, Jacobs, Dunn, Williston, Lipps, Siewert, Larson, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Race, Hunter—31.

SPECIAL ORDER.

The Clerk on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to L. T. Dickason to elevate and relocate a switch track across Wallace street and Englewood avenue, deferred and published July 2, 1906, page 1085, and deferred October 22, 1906, page 1763.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion was lost, and the ordinance failed to pass, by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dailey, Richert, Martin, McCormick, Moynihan, Scully, Cullerton, Hoffman, Riley, Considine, Brennan, Conlon, Powers, Bowler, Stewart, Sullivan, Dougherty, Krumholz, Dunn, Williston, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Badenoch, Bihl, Nolan—32.

Nays—Harding, Dixon, Pringle, Young, McCoid, Bennett, Snow, Derpa, Harkin,

Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Finn, Reese, Foell, Lipps, Reinberg, Siewert, O'Connell, Roberts, Fisher, Hunt, Hunter—27.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance for canopy for Chicago Athletic Association Annex, at 10-12 East Madison street, deferred and published July 9, 1906, page 1207.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Chicago Athletic Association, its successors and assigns, to construct, maintain and use a canopy over the sidewalk on Madison street, between Michigan and Wabash avenues, from the building known as the Chicago Athletic Association Annex and situate at 10 and 12 East Madison street, which canopy shall be constructed of incombustible material. The lowest portion of said canopy shall be not less than 12 feet above the surface of the sidewalk over which the said canopy projects, shall not extend more than 16 feet beyond the face of the wall of said building, and shall not exceed 20 feet in width. The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works and Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall first be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works, and no permit shall be issued allowing any work to be done in and about the construction of said canopy herein authorized, until such plans and specifications have first been submitted to and approved by the said Commissioner of Public Works and the said Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or by the exercise of the Mayor's discretion as aforesaid, said grantee shall remove said canopy without cost or expense of any kind whatsoever to the City of Chicago, provided that in the event of the failure, neglect or refusal on the part of said grantee, its successors and assigns, to remove said canopy when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors and assigns.

SECTION 3. In consideration of the privileges herein granted and as compensation therefor, said Chicago Athletic Association, its successors and assigns,

shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty five dollars ($25.00) dollars per year, payable annually in advance, the first payment to be made as of the date of the passage of this ordinance and every succeeding payment annually thereafter, provided that if default is made in the payment of any of the installments of compensation herein provided for, the privileges herein granted shall immediately terminate and this ordinance shall become null and void.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall have first been issued by the Commissioner of Public Works authorizing such work to proceed, and no permit shall issue until the first annual payment herein provided for has been made at the office of the City Collector of the City of Chicago, and bond has been executed by the said grantee in the penal sum of ten thousand dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense or liability of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city, by reason of or on acount of the permission and authority herein granted, or the exercise by the grantee herein, its lessees or assigns, of the permission and authority hereby given, and conditioned further for the faithful observance and performance or all and singular the conditions and provisions of this ordinance. Said bond and the liabilities and sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be kept in full force, then the privileges herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage, provided that the said grantee files written acceptance of this ordinance, together with bond hereinabove provided for within thirty days.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Stair & Middleton to erect three canopies at 1920 State street, over the sidewalk on Twentieth street 150 feet west of State street, and Archer avenue and Twentieth street, respectively, deferred and published October 15, 1906, page 1491.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing the erection of three canopies extending over the sidewalk from the Alhambra Theatre building.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to E. D. Stair and George Middleton, co-partners, doing business

as Stair & Middleton, their heirs, executors and assigns, to construct, maintain and use a canopy over the sidewalk at No. 1920 State street; also to construct, maintain and use a canopy over the sidewalk on 20th street, 150 feet west of State street; also to construct, maintain and use a canopy over the sidewalk at No. 1907 Archer avenue; all of said canopies to extend from the building known as the Alhambra Theatre building situated on State street, Archer avenue and 20th street. Each of said canopies shall be constructed of incombustible material and the lowest portion thereof shall not be less than twelve (12) feet above the surface of the sidewalk over which the same projects and shall not extend more than sixteen (16) feet beyond the face of the wall of said building, and shall not exceed twenty (20) feet in width. The location, construction and maintenance of each of said canopies shall be under the direction and supervision of the Commissioner of Public Works and Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall first be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works; and no permit shall be issued allowing any work to be done in and about the construction of the canopies herein authorized until such plans and specifications have first been submitted to and approved by the said Commissioner of Public Works and the said Fire Marshal.

Section 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or otherwise, said grantees shall remove said canopies, or either of them, without cost or expense of any kind whatsoever to the City of Chicago; Provided, that in the event of the failure, neglect or refusal on the part of said grantees, their heirs, executors or assigns, to remove said canopies, or either of them, when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantees, their heirs, executors or assigns.

Section 3. In consideration of the privileges herein granted and as compensation therefor said E. D. Stair and George Middleton, co-partners as aforesaid, their heirs, executors and assigns, shall pay to the City of Chicago the sum of seventy-five ($75.00) dollars per year, payable annually in advance; the first payment to be made as of the date of the passage of this ordinance, and every succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantees, their heirs, executors or assigns, shall fail promptly to pay any installments of said compensation.

Section 4. No work shall be done under authority of this ordinance until a permit for same shall first have been issued by the Commissioner of Public Works authorizing such work to proceed, and no permit shall issue until the first annual payment herein provided for has been made at the office of the City Collector of the City of Chicago, and bond has been executed by the said grantees in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, costs, expense or liability of any kind whatsoever which may be suffered by it, said City of Chicago, or which

it may be put to, or which may accrue against, be charged to, or recovered from said city from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein granted, or the exercise by the grantees herein, their lessees, heirs, executors or assigns, of the permission and authority herein granted, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; Provided, that the grantees herein shall file their written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Bauman Jewelry Company to erect a clock, deferred and published October 15, 1906, page 1492.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Bauman Jewelry Company to erect and maintain a clock on the southwest corner of State and Madison streets.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Bauman Jewelry Company (a corporation), its successors and assigns, to erect and maintain an ornamental clock at the northwest corner of Chicago Savings Bank Building, situated on the southwest corner of State and Madison streets. Said clock to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, a copy of which plans shall be kept on file in the office of the said Commissioner, and said clock shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or by the exercise of the Mayor's discretion, said grantee, its successors or assigns shall remove said clock without cost or expense to the city, under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall

have been issued by the Commissioner of Public Works; and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, costs, damage or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to or which may accrue against, be charged to or recovered from said city, from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance, said grantee, its successors and assigns shall at all times maintain said clock in a manner satisfactory to the Commissioner of Public Works.

SECTION 5. This ordinance shall take effect and be in force from and after its passage, provided that said grantee, within thirty (30) days of the passage of this ordinance shall file its written acceptance and the bond herein provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Chicago Athletic Association to maintain two ventilating fans and fan housings, deferred and published October 15, 1906, page 1493.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Chicago Athletic Association, their successors and assigns, to construct, maintain and use two (2) ventilating fans and fan housings in the alley between Michigan and Wabash avenues, from the building known as the Chicago Athletic Association and situate at 125 Michigan avenue, which fans and housings shall be constructed of incombustible material. The lowest portion of said fans and housings shall be no less than 38.8 feet above the surface of the alley over which the fans and housings project, shall not extend more than 7 feet beyond the face of the wall of said building, and shall not exceed 4.0 feet in width. The location, construction and maintenance of said fans and housings shall be under the direction and supervision of the Commissioner of Public Works of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall first be approved by

the Commissioner of Public Works of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works, and no permit shall be issued allowing any work to be done in and about the construction of said fans and housings herein authorized, until such plans and specifications have first been submitted to and approved by the Commissioner of Public Works.

SECTION 2. That permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or by the exercise of the Mayor's discretion as aforesaid, said grantee shall remove said fans and housings without cost or expense of any kind whatsoever to the City of Chicago, provided that in the event of the failure, neglect or refusal on the part of said grantee, its successors or assigns, to remove said fans and housings when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors and assigns.

SECTION 3. In consideration of the privileges herein granted and as compensation therefor, said Chicago Athletic Association, its successors and assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty-five ($25.00) dollars per year, payable annually in advance, the first payment to be made as of the date of the passage of this ordinance and every succeeding payment annually thereafter, provided that if default is made in the payment of any of the installments of compensation herein provided for, the privileges herein granted shall immediately terminate and this ordinance shall become null and void.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall have first been issued by the Commissioner of Public Works authorizing such work to proceed, and no permit shall be issued until the first annual payment herein provided for has been made at the office of the City Collector of the City of Chicago, and bond has been executed by the said grantees in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense or liability of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city, by reason of or on account of the permission and authority herein granted, or the exercise by the grantees herein, their lessees or assigns, of the permission and authority hereby given, and conditioned further for the faithful observance and performance of all and singular the conditions and provisions of this ordinance. Said bond and the liabilities and sureties thereon shall be kept in force throughout the life this ordinance, and if at any time during the life of this ordinance such bond shall not be kept in full force, then the provisions herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage, provided that the said grantee files written acceptance of this ordinance, together with bond hereinabove provided, for within thirty days.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Coyne Bros. to erect a clock at 161 South Water street, deferred and published October 15, 1906, page 1495.

Ald. Bihl moved to concur in the re-

port and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Coyne Brothers to construct and maintain a clock projecting from the building at 161 South Water street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Daniel J. Coyne and Richard J. Coyne, co-partners, trading as Coyne Brothers, their heirs, executors and assigns, to construct and maintain a thirty-six (36) inch double dial metal base clock, projecting from the building situated at 161 South Water street. Said clock shall be constructed according to plans approved by the Commissioner of Public Works of the City of Chicag o,a copy of which plans shall be kept on file in the office of the said Commissioner, and said clock shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the said Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from and after the date of the passage of this ordinance or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or by the exercise of the Mayor's discretion aforesaid, said grantees, their heirs, executors or assigns shall remove said clock under the direction and to the satisfaction of the Commissioner of Public Works, without any cost or expense to the city.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works; and no permit shall issue until the grantees herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted, and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force and effect, then the privilege herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantees, their heirs, executors and assigns shall at all times keep the sidewalk immediately beneath the said clock in a condition satisfactory to the Commissioner of Public Works and shall also maintain the said clock in a

manner satisfactory to said Commissioner.

SECTION 5. This ordinance shall take effect and be in force from and after its passage, provided that said grantees shall within thirty (30) days after the passage of this ordinance file their written acceptance of same and the bond herein provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Magner, Winslow & Co. to maintain sidewalk elevator, deferred and published October 15, 1906, page 1497.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Z. R. Winslow and E. Heg, a co-partnership doing business under the firm name of Magner, Winslow & Company, their successors and assigns, to construct and maintain a sidewalk elevator and double steel doors over the same in the sidewalk in front of the premises known as No. 314 South Clark street, said steeel doors to be of the dimensions of four feet six inches by seven feet eight inches, and to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, a copy of which said plans shall be kept on file in the office of the Commissioner of Public Works; said elevator and steel doors shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from and after the date of passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the discretion of the Mayor, as aforesaid, said grantees, their successors and assigns shall restore said portion of the sidewalk at the place where said iron doors are located to a condition satisfactory to the Commissioner of Public Works, at the sole expense of the grantees herein, and without cost or expense of any kind whatsoever to the City of Chicago.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantees herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of Ten Thousand ($10,000.00) Dollars with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense of any kind whatsoever, which may be suffered by it, the said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said City by reason of any

act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantees, their successors and assigns, shall at all times keep the sidewalk in which said steel doors are located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. Said grantees or their successors and assigns shall pay to the City of Chicago as compensation for the privilege herein granted, the sum of $25.00 per annum in advance, the first payment to be made on the date of the passage of this ordinance.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing of the acceptance in writing, of this ordinance by the said grantee, and the filing of the bond herein provided for.

The Clerk, on motion of Ald. Hunter, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating part of South Troy street and alleys in Couch's Subdivision, deferred and published October 22, 1906, page 1734.

Ald. Hunter moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of South Troy street bounded on the south by the north line of West Van Buren street, on the east by the west line of Lot 7 of James Couch's Subdivision of north one-half (N. ½), south one-half (S. ½), northwest one-quarter (N. W. ¼), Section 13, 39, 13; on the north by the south line of Jackson boulevard, and on the west by the east line of Lot 8, James Couch's Subdivision of north one-half (N. ½), south one-half (S. ½), northwest one-quarter (N. W. ¼), Section 13, 39, 13; also that part of the first east and west 16-foot alley south of Jackson boulevard beginning at the west line of South Troy street and extending 122.76 feet west; also that part of the first 16-foot alley north of West Van Buren street beginning with the west line of South Troy street and extending 122.76 feet west, as shown in the space colored pink and marked "To be vacated" in the attached plat, which for greater certainty is made a part of this ordinance, be and the same are hereby vacated and closed, provided, however, that if any part of the street or alleys so vacated shall at any time hereafter be used for any other than religious or educational purposes, then and in such case this ordinance shall be void, and the said vacation shall be for naught held; and provided further that the city shall at all times have the right to maintain

and operate any and all water pipes and sewers in said street or alleys.

SECTION 2. This ordinance shall take effect and be in force from and after its passage; provided, however, that the owner or owners of the property abutting upon the street and alleys hereby vacated shall within thirty (30) days after the passage of this ordinance file with the Recorder of Deeds of Cook County, Illinois, a copy of this ordinance and the plat attached thereto.

Ald. Hunter moved that an ordinance vacating a certain strip of land in Block 68, in the northwest quarter of Section 16-39-14, deferred and published July 2, 1906, page 1100; also, an ordinance vacating an alley in Eberhardt and Wilbur's Subdivision, deferred and published July 9, 1906, page 1212; and an ordinance authorizing the Chicago, Burlington and Quincy Railway to lay tracks in Union and Lumber streets, deferred and published October 15, 1906, page 1499, be recommitted to the Committee on Streets and Alleys, West Division.

The motion prevailed.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department on an ordinance amending Sections 457 and 458 of the Revised Code of 1905 concerning the number of stairways required in fireproof buildings of Class VII., deferred and published October 22, 1906, page 1734.

In connection with the ordinance under consideration the Clerk was instructed by the Chair to read a communication from a committee on public action of the Chicago Architects' Business Association, a communication from George Beaumont, and one from the Commissioner of Buildings, protesting against the passage of the ordinance.

The Clerk read also the following communication from the Commissioner of Buildings (temporarily deferred, page 1790):

CHICAGO, October 24, 1906.

Honorable Edward F. Dunne, Mayor, City of Chicago:

DEAR SIR—There are several changes I would like to propose to that portion of the Revised Municipal Code pertaining to the construction and maintenance of buildings.

From time to time disputes arise between this department and architects and builders upon various matters with respect to the enforcement of the present ordinances, and, in some instances, I can see good reason for the contention of these parties, although they may be at variance with the building ordinances.

I would, therefore, respectfully suggest that you take the necessary steps toward appointing a commission of competent persons for a complete revision of these ordinances, and I would ask that you kindly request the City Council to defer any action on pending amendments until such time as this commission will meet. I would also ask that you kindly request that body to defer any action on the amendment pertaining to the new Marshall Field and Company store until such time as this commission meets.

Respectfully yours,

PETER BARTZEN,

Commissioner of Buildings.

Ald. Coughlin moved to pass the ordinance recommended by the Committee on Building Department.

Ald. Martin moved to recommit the report and ordinance to the Committee on Building Department.

Ald. Dixon moved to lay on the table the motion to recommit.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding Dixon, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Derpa, Harris,

Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan, Hunter—55.

Nays—Dailey, Martin, Moynihan, Riley, Nowicki, Sitts, Dever, Brennan, Conlon, Bradley, O'Connell, Hunt, Race —13.

The question recurring on the motion to pass the ordinance, the motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding Dixon, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Roberts, Badenoch, Bihl, Kohout, Nolan, Hunter—55.

Nays—Dailey, Martin, Moynihan, Riley, Nowicki, Sitts, Dever, Brennan, Bradley, Fisher, Hunt, Race—12.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 458 of the Revised Municipal Code of Chicago of 1905 be and the same hereby is amended by adding at the end of said section the following:

"Whenever any building of fireproof construction used wholly or in part for the purposes of Class VII., shall adjoin or be attached to a fireproof building, used by the same occupant, and having in its required intervening fire wall one or more openings, and fitted with fire doors, on each side of the fire wall, having self closing device thereon, as approved by the Building Department, then every such opening shall, for all purposes, be held to be equivalent to and take the place of and be regarded as a stairway, built and enclosed in the manner described in the following section (459). But in no case shall there be less than one stairway in any such building."

SECTION 2. That Section 457 of the Revised Municipal Code of Chicago of 1905 be and the same hereby is amended by adding at the end of said section the following:

"Provided, however, that if any building used wholly or in part for the purposes of Class VII., be equipped with automatic sprinklers, and be connected with another building similarly used, and distant not less than twenty-five feet, and used by the same occupant, by a fireproof bridge or passageway similarly equipped, then each such bridge or passageway shall be held to be equivalent to and take the place of one outside stairway fire escape on each of the buildings so connected."

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

In connection with the question last under consideration, Ald. Moynihan moved that, in accordance with the recommendation of the Commissioner of Buildings, the Mayor be empowered to appoint a commission of five members, in addition to the Fire Marshal and the Commissioner of Buildings, to act in conjunction with the Committee on Building Department of the City Council, to revise that part of the Revised Code of 1905 known as the "building ordinance."

After debate, Ald. Bennett presented

the following order as a substitute for the foregoing motion:

Ordered, That the Commissioner of Buildings be and he is hereby directed to submit to this Council such amendments to the building ordinances as, in his judgment, are necessary and that such amendments, when submitted, be referred to the Committee on Building Department for its consideration.

Ald. Bennett moved to pass the substitute order.

The motion prevailed.

The Clerk, on motion of Ald. Kohout, presented the report of the select Committee on Track Elevation on an ordinance requiring the Chicago, Burlington and Quincy Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, and the Illinois Northern Railway Company, respectively, to change the plane of certain of their railway tracks within the City of Chicago, deferred and published October 15, 1906, page 1523, and deferred October 22, 1906, page 1788.

Ald. Kohout moved to concur in the report and pass the ordinance therewith, as amended October 22, 1906, page 1788.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna; Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith. Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Requiring the Chicago, Burlington and Quincy Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, and the Illinois Northern Railway Company, respectively, to change the plane of certain of their railway tracks within the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Chicago, Burlington and Quincy Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, and the Illinois Northern Railway Company are hereby ordered and required to change the plane of certain of their roadbeds and tracks within certain limits of the City of Chicago, in manner and upon the conditions as is hereinafter specified, that is to say:

Paragraph 1. The Chicago, Burlington and Quincy Railway Company, shall begin the elevation of its roadbed and tracks at a point on the east line of South

California avenue where the elevation of its roadbed and tracks shall not be less than 22.6 feet above city datum, as described in an ordinance passed by the City Council January 24th, 1898, and published on pages 1462 to 1492, inclusive, of the official records of the Council Proceedings of the City of Chicago; from said initial point the roadbed and tracks of said company shall continue in a northeasterly direction on an ascending gradient of about 0.651 per centum for a distance of about one thousand nine hundred and seventy (1,970) feet to a point about thirty (30) feet west of the west line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's right-of-way where an elevation of about 35.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northeasterly direction on a level for a distance of about one hundred and fifty (150) feet to a point about twenty (20) feet east of the east line of the Chicago Junction Railway Company's right-of-way, where the same elevation of 35.42 feet above city datum shall be maintained, and crossing over and above in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company; thence said elevated roadbed and tracks shall continue in a northeasterly direction on a descending gradient of about 1.0 per centum for a distance of about six hundred anad sixty (660) feet to a point about on the east line of South Western avenue, where an elevation of not less than 30.08 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northeasterly direction on any grade or gradient convenient and practicable to said railway company for a distance of about two thousand six hundred and forty (2,640) feet to a point about on the west line of South Robey street where an elevation of 23.0 feet above city datum shall be attained, as described in an ordinance passed by the City Council of the City of Chicago July 7th, 1902, and published on pages 932 to 964, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Paragraph 2. The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall begin the elevation of its roadbed and tracks at a point on the south line of West Taylor street where an elevation of 23.17 feet above city datum has been established by ordinance passed January 18th, 1897, and published on pages 1441 to 1457, inclusive, of the official records of the Council Proceedings of the City of Chicago; from said initial point the roadbed and tracks of said company shall continue in a southerly direction on an ascending gradient of about 0.27 per centum for a distance of about nine hundred (900) feet to a point about on the north line of West Twelfth street where an elevation of about 25.42 feet above city datum shall be attained; and crossing at grade in said last mentioned course the proposed elevated roadbed and tracks of the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company; thence said elevated roadbed and tracks shall continue in a southerly and easterly direction on a level for a distance of about one thousand three hundred (1,300) feet to a point about on the south line of Ogden Avenue boulevard where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.19 per centum for a distance of about one thousand five hundred and twenty-five (1,525) feet to a point about on the north line of Sixteenth street where an elevation of about 22.71 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.85 per centum for a distance of about eight hundred and sixty (860) feet to a point about ten (10) feet north of the north line of the Chicago, Burlington and Quincy Railway Company's

right-of-way, where an elevation of about 15.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one hundred and fifteen (115) feet to a point about ten (10) feet south of the south line of the Chicago, Burlington and Quincy Railway Company's right-of-way, and crossing underneath the proposed elevated roadbed and tracks of the Chicago, Burlington and Quincy Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.85 per centum for a distance of about one thousand two hundred and ten (1,210) feet to a point about one hundred and ten (110) feet south of the south line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the elevated tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand two hundred and twenty (1,220) feet to a point about on the south line of of Twenty-third street, where an elevation of about 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.257 per centum for a distance of about one thousand nine hundred and seventy-five (1,975) feet to a point about on the south line of Twenty-sixth street, where an elevation of about 30.5 feet above city datum shall be attained; and crossing in said last mentioned course over and above the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.463 per centum for a distance of about five hundred and fifty (550) feet to a point about thirty-five (35) feet north of the north line of the bridge across the west fork of the South branch of the Chicago river, where an elevation of about 27.95 feet above city datum shall be attained, and in said last mentioned course passing over and above the depressed tracks of the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about two hundred and twenty-five (225) feet to a point about thirty-five (35) feet south of the south bank of said Chicago river where the same elevation above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.40 per centum for a distance of about one thousand seven hundred (1,700) feet to a point about on the north line of the bridge across the Drainage Canal, where an elevation of about 21.00 feet above city datum shall be attained.

Paragraph 3. The Chicago and Northwestern Railway Company shall begin the elevation of its roadbed and tracks at a point on the north line of WestTaylor street, where the elevation of 23.17 feet above city datum has been established by ordinance passed January 18th, 1897, and published on pages 1441 to 1457, inclusive, of the official records of the Council Proceedings of the City of Chicago; from said initial point the roadbed and tracks of said company shall continue in a southerly direction on an ascending gradient of about 0.27 per centum for a distance of about nine hundred (900) feet to a point about on the north line of West Twelfth street, where an elevation of about 25.42 feet above city datum shall be attained, and crossing in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and the Chicago Terminal Transfer Railroad Company; thence said elevated roadbed and tracks shall continue in a southerly and easterly direction on a level for a distance of about two thousand (2,000) feet to a point about on the east line of South Western avenue, where an elevation of about 25.42 feet above city datum shall be maintained; thence said

elevated roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.0917 per centum for a distance of about two thousand six hundred and forty (2,640) feet to a point about on the west line of South Robey street, where an elevation of about 23.0 feet above city datum shall be attained, as described in an ordinance passed by the City Council of the City of Chicago July 7th, 1902, and published on pages 932 to 964, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Paragraph 4. The Chicago Terminal Transfer Railroad Company shall begin the elevation of the main track of its Wisconsin Division at a point about five hundred and forty (540) feet south of the south line of West Taylor street at an elevation of about 24.62 feet above city datum; from said initial point the proposed elevated roadbed and tracks of said company shall continue in a southerly and southeasterly direction on an ascending gradient of about 0.27 per centum for a distance of about four hundred and forty (440) feet to a point about on the north line of West Twelfth street, where an elevation of about 25.42 feet above city datum shall be attained, and crossing at grade in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and the Chicago and Northwestern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly and southeasterly direction on a level for a distance of about one thousand eight hundred and seventy (1,870) feet to a point on the east line of South Western avenue, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.0917 per centum for a distance of about two thousand six hundred and forty (2,640) feet to a point about on the west line of South Robey street, where an elevation of about 23.0 feet above city datum shall be attained, as described in an ordinance passed July 7th, 1902, and published on pages 932 to 964, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Paragraph 4a. The Chicago Terminal Transfer Railroad Company shall begin the elevation of its Central Division track at a point about five hundred and eighty (580) feet south of the south line of West Taylor street at an elevation of about 24.74 feet above city datum; from said initial point the proposed elevated roadbed and tracks shall ascend on a gradient of about 0.27 per centum for a distance of about three hundred and fifty (350) feet to a point about on the north line of West Twelfth street, where an elevation of about 25.42 feet above city datum shall be attained; and crossing at grade in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand four hundred and twenty (1,420) feet to a point about on the south line of Ogden avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.19 per centum for a distance of about one thousand five hundred and twenty-five (1,525) feet to a point about on the north line of Sixteenth street, where an elevation of about 22.71 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.85 per centum for a distance of about eight hundred and sixty (860) feet to a point about ten (10) feet north of the north line of the Chicago, Burlington and Quincy Railway Company's right-of-way, where an elevation of about 15.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of

about one hundred and fifteen (115) feet to a point about ten (10) feet south of the south line of the Chicago, Burlington and Quincy Railway Company's right-of-way, and crossing in said last mentioned course underneath the proposed elevated roadbed and tracks of said Chicago, Burlington and Quincy Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.85 per centum for a distance of about one thousand two hundred and ten (1,210) feet to a point about one hundred and ten (110) feet south of the south line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the elevated tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand two hundred and twenty (1,220) feet to a point about on the south line of Twenty-third street, where an elevation of about 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.257 per centum for a distance of about one thousand nine hundred and seventy-five (1,975) feet to a point about on the south line of Twenty-sixth street, where an elevation of about 30.5 feet above city datum shall be attained, and crossing in said last mentioned course over and above the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.463 per centum for a distance of about five hundred and fifty (550) feet to a point about thirty-five (35) feet north of the north line of the bridge across the west fork of the south branch of the Chicago river, where an elevation of about 27.95 feet above city datum shall be attained, and in said last mentioned course passing over and above the depressed tracks of the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about two hundred and twenty-five (225) feet to a point about thirty-five (35) feet south of the south bank of said Chicago river, where the same elevation of 27.95 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.40 per centum for a distance of about one thousand seven hundred (1,700) feet to a point about on the north line of the bridge across the Drainage Canal, where an elevation of about 21.00 feet above city datum shall be attained.

Paragraph 5. The Chicago Junction Railway Company shall begin the elevation of its roadbed and tracks on the proposed elevated roadbed and tracks of the Chicago and Northwestern Railway Company at a point about one hundred and eighty (180) feet north of the north line of Ogden avenue boulevard at an elevation of about 25.42 feet above city datum; from said initial point the elevated roadbed and tracks of said company shall continue in a southerly direction on a level for a distance of about three hundred and thirty (330) feet to a point about on the south line of Ogden Avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southeasterly and southerly direction on a descending gradient of about 0.19 per centum for a distance of about one thousand five hundred and twenty-five (1,525) feet to a point about on the north line of Sixteenth street, where an elevation of 22.71 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.85 per centum for a distance of about eight hundred and sixty (860) feet to a point about ten (10) feet north of the north line of the Chicago, Burlington and

Quincy Railway Company's right-of-way, where an elevation of about 15.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one hundred and fifteen (115) feet to a point about ten (10) feet south of the south line of the Chicago, Burlington and Quincy Railway Company's right-of-way, and crossing underneath the proposed elevated roadbed and tracks of the Chicago, Burlington and Quincy Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.85 per centum for a distance of about one thousand two hundred and ten (1,210) feet to a point about one hundred and ten (110) feet south of the south line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand two hundred and twenty (1,220) feet to a point about on the south line of Twenty-third street, where an elevation of about 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.257 per centum for a distance of about one thousand nine hundred and seventy-five (1,975) feet to a point about on the south line of Twenty-sixth street, where an elevation of about 30.5 feet above city datum shall be attained, and crossing in said last mentioned course over and above the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.463 per centum for a distance of about five hundred and fifty (550) feet to a point about thirty-five (35) feet north of the north line of the bridge across the west fork of the south branch of the Chicago river, where an elevation of about 27.95 feet above city datum shall be attained, and crossing over and above the depressed tracks of the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about two hundred and twenty-five (225) feet to a point about thirty-five (35) feet south of the south bank of said Chicago river, where the same elevation of 27.95 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.40 per centum for a distance of about one thousand seven hundred (1,700) feet to a point about on the north line of the bridge across the Drainage Canal, where an elevation of about 21.0 feet above city datum shall be attained.

Paragraph 6. The Chicago, Burlington and Quincy Railway Company shall begin the elevation of its Lumber District track at a point about on the west line of South Western avenue at an elevation of about 29.8 feet above city datum; from said initial point said elevated roadbed and tracks shall continue in a southwesterly direction, thence continuing in a southerly direction on a descending gradient of about 0.50 per centum for a distance of about eight hundred and eighty (880) feet to a point about twenty (20) feet south of the south line of Nineteenth street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about three thousand five hundred and thirty (3,330) feet to a point about on the south line of Twenty-fifth street, where the same elevation of 25.42 feet above city datum shall be maintained;

thence said elevated roadbed and tracks shall continue in a southeasterly direction on a radius of about seven hundred (700) feet with an included angle of about ninety (90) degrees on a descending gradient of about 2.72 per centum for a distance of about nine hundred (900) feet to a point about on the west line of South Western avenue where an elevation of about 23.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in an easterly direction on a level for a distance of about eighty (80) feet to a point about fourteen (14) feet east of the east line of South Western avenue where the same elevation of 23.0 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in an easterly direction and may descend on the most suitable gradient convenient and practicable to said company to a connection with its present roadbed and tracks.

Paragraph 7. The Chicago, Burlington and Quincy Railway Company shall begin the elevation of its Rockwell street "Y" track connecting with its proposed south main track at a point about two hundred and fifty (250) feet southwest of the center line of Rockwell street at an elevation of about 29.75 feet above city datum; from said initial point said "Y" track shall continue in a southeasterly direction on a radius of about seven hundred (700) feet with an included angle of about ninety (90) degrees on a descending gradient of about 0.21 per centum for a distance of about nine hundred (900) feet to a point about twenty-five (25) feet north of the north line of the alley south of Nineteenth street, where an elevation of about 27.86 feet above city datum shall be attained; thence said elevated "Y" track shall continue in a southerly direction on a descending gradient of about 0.49 per centum for a distance of about six hundred and ten (610) feet to a point about one hundred and ten (110) feet north of the north line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the elevated tracks of the Metropolitan West Side Elevated Railway Company; thence said "Y" track shall continue in a southerly direction on a level for a distance of about one thousand four hundred and fifty (1,450) feet to a point near the north line of Twenty-third street to a connection with the switching track of the Chicago Malleable Iron Company, as described in Paragraph 12 of this ordinance.

Paragraph 8. The Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, shall commence the depression of its roadbed and tracks from a point on its main tracks in West Twenty-sixth street about two hundred and fifty (250) feet west of the west line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's right-of-way at an elevation of about 11.5 feet above city datum. From said initial point the roadbed and tracks of said company shall descend on a gradient of about 0.60 per centum for distance of about two hundred and fifty (250) feet to a point about ten (10) feet west of the west line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's right-of-way where an elevation of about 10.0 feet above city datum shall be attained; thence said depressed roadbed and tracks shall continue in an easterly direction on a level for a distance of about one hundred and fifty (150) feet to a point about ten (10) feet east of the east right of way line of the Chicago Junction Railway Company where the same elevation of about 10.0 feet above city datum shall be maintained, and in said last mentioned course passing underneath the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company; thence said depressed roadbed and tracks shall continue in an easterly direction on an ascending grade or gradients

convenient and practicable to said Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, to a connection with its present roadbed and tracks and of the Chicago, Burlington and Quincy Railway Company's Lumber District track at a point about on or near the west line of South Western avenue where an elevation of 23.0 feet above city datum shall be attained.

Paragraph 8a. From the most convenient point on the existing tracks of the Atchison, Topeka and Santa Fe Railway Company now in West Twenty-sixth street about on the center line of Rockwell street produced southward at an elevation of about 12.0 feet above city datum the roadbed and tracks of the Illinois Northern Railway Company shall be depressed and continue in a southerly and easterly direction to a point about thirty (30) feet west of the west right-of-way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and about twenty (20) feet north of the West Fork of the South Branch of the Chicago River where the elevation at the top of the rail shall be about 7.0 feet above city datum; thence said depressed roadbed and tracks shall continue easterly on a level for a distance of about two hundred and fifty (250) feet to a point about thirty (30) feet east of the east right-of-way line of the Chicago Junction Railway Company where the same elevation of about 7.0 feet above city datum shall be maintained, and in said last mentioned course passing underneath the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company; thence said depressed roadbed and tracks shall continue in an easterly direction to a point about twenty (20) feet west of the west line of South Western avenue and about 7.0 feet north of the West Fork of the South Branch of the Chicago River where the elevation at the top of the rail shall be 6.0 feet above city datum; thence said depressed roadbed and tracks shall continue in an easterly direction on a level for a distance of about one hundred and six (106) feet to a point about twenty (20) feet east of the east line of South Western avenue where the elevation of 6.0 feet above city datum shall be maintained, and in said last mentioned course passing underneath the proposed new grade in South Western avenue made necessary for the depression of said tracks in South Western avenue; thence said depressed roadbed and tracks of the Illinois Northern Railway Company shall continue in an easterly direction to a connection with all or any of the tracks of said company east of South Western avenue and south of Blue Island avenue.

Paragraph 9. Permission is hereby granted to all of the railroad and railway companies mentioned in this ordinance which are required to elevate their roadbeds and tracks to elevate their "Y" and connecting tracks and to make such changes in their location and alignment as said companies may deem necessary to maintain their proper connections with each other's tracks.

Paragraph 10. Nothing in this ordinance shall prevent the various companies owning their tracks mentioned herein from changing the location of said tracks by mutual agreement of those interested as they may deem necessary, provided no change of location shall be made that will prevent the separation of the grades of said tracks as contemplated in this ordinance.

Paragraph 11. The railroad and railway companies mentioned in this ordinance, and each of them, may and they are hereby authorized to construct such elevated embankments the full width of their respective right-of-way and may construct, maintain and operate thereon such number of tracks as each may respectively deem necessary or convenient for the transaction of its business and to carry such additional tracks over all intervening streets, avenues or alleys in the same manner as is

herein provided for existing tracks, and to make such changes in the position and alignment of their respective main and side tracks and switch connections as may be desirable in order to carry out the provisions of this ordinance.

Paragraph 12. Commencing at the most desirable point on the westerly track of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and the Chicago, Burlington and Quincy Railway Company south of West Twenty-third street, the switching track of the Chicago Malleable Iron Company may descend on any grade deemed practicable to a point about on the north line of West Twenty-fourth street at an elevation of about 10.98 feet above city datum, thence said switching track shall continue in a southerly direction crossing said West Twenty-fourth street at grade into the property of the Chicago Malleable Iron Company; provided that the switching track to cross West Twenty-fourth street at grade shall not be used for the accommodation of the industries adjoining south of Twenty-third street for hauling trains or for switching purposes between the hours of 5:00 o'clock A. M. and 8:00 o'clock A. M. and between the hours of 5:00 o'clock P. M. and 8:00 o'clock P. M.; and provided, further, that no more than three (3) trains shall pass over said single track within any one hour during the remaining eighteen (18) hours of each consecutive twenty-four (24) hours; and said Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall at its own cost and expense construct, maintain and operate a good substantial gate across West Twenty-fourth street between the said switching track and the west entrance into the subway in West Twenty-fourth street; said gate shall not be less than 4.5 feet in height and shall be so constructed as to completely exclude persons from crossing or passing over said switch track upon either the sidewalk or roadway of West Twenty-fourth street when said switch track is in use. Said gates to be put in permanent place under the direction and supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

Paragraph 13. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Paragraph 14. If any bridge or bridges, viaduct or viaducts, approach or approaches, or other structure or structures belonging to or under the control of the City of Chicago, in any street or avenue shall be found by the Commissioner of Public Works to constitute an obstruction or to interfere with the work of constructing, maintaining or using the elevated structure hereinbefore required, then the said Commissioner of Public Works shall direct and empower said railroad or railway companies to remove the same at their own cost and expense, and said companies may retain, use or dispose of the material comprising such viaduct and approaches.

Section 2. The embankment or embankments on which said elevated roadbeds and tracks shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, broken stone or whatever else may compose the surplus material excavated from the foundation pits and trenches along the line of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments bay be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right-of-way of said companies, such portions of said embankments at all such points shall be kept within the said right-of-way lines or they shall be confined between retaining walls of stone, concrete or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to properly protect said right of way and to prevent trespassing thereon, then said retaining walls, as aforesaid, shall

be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all the right-of-way of said companies shall be fenced in, or otherwise properly inclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

SECTION 3. The said elevated tracks shall be carried across all intersecting streets, avenues and alleys, which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans, whose superstructure shall consist of iron or steel girders, with iron or steel main floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm-water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, as indicated in the schedule of subways, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right-of-way and in the center of curb lines of the intersecting avenues and streets, as provided in schedule of subways herein contained. Provided, if it shall be found necesary to construct and retaining or side walls in connection with any approaches to subways, to support the adjoining property line along the depression of subways, then such walls may be constructed within the limits of the street, alley or publicway upon which such approach is situated and the abutments or side walls of the subway itself reached by such approach may be correspondingly advanced into the street so as to be in a continuous straight line with the approach wall; and in any such case the other details and dimensions of the subway given in the attached scheaule of the subways may be changed as far as necessary to accord with the location of retaining or side walls or abutments aforesaid.

SECTION 4. Paragraph 1. Subways shall be constructed beneath the main tracks of the Chicago, Burlington and Quincy Railway Company where said tracks are intersected and crossed by South Western avenue, Rockwell street, and the subway in South Washtenaw avenue shall be revised.

Paragraph 2. A subway shall be constructed beneath the main tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Central Division track of the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company under the main track of its Wisconsin Division, where said tracks are intersected and crossed by Ogden avenue boulevard.

Paragraph 3. Subways shall be constructed beneath the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Central Division track of the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company where said tracks are intersected and crossed by West Fifteenth street, West Sixteenth street, West Twenty-first street, West Twenty-second street, West Twenty-third street, West Twenty-fourth street, West Twenty-fifth street, West Twenty-sixth street, and a passageway in West Eighteenth street.

Paragraph 4. A subway shall be constructed beneath the tracks of the Chicago and Northwestern Railway Company and the main track of the Wisconsin Division of the Chicago Terminal Transfer Railroad Company where said tracks are intersected and crossed by South Western avenue.

Paragraph 5. Subways shall be constructed beneath the Rockwell street "Y" track of the Chicago, Burlington and Quincy Railway Company where said tracks are intersected and crossed by Rockwell street, West Twenty-first street, West Twenty-second street, and West Twenty-third street.

Paragraph 6. A viaduct shall be constructed over the tracks of the Illinois Northern Railway Company where said tracks pass underneath the roadway of South Western avenue north of the north end of the bridge across the West Fork of the South Branch of the Chicago River.

Paragraph 6½. A subway shall be constructed beneath the Lumber District "Y" track of the Chicago, Burlington and Quincy Railway Company and the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company where said tracks are intersected and crossed by South Western avenue.

Paragraph 7. Subways shall be constructed beneath the Lumber District "Y" tracks of the Chicago, Burlington and Quincy Railway Company which are located immediately east of and parallel with the Chicago Junction Railway from West Twenty-first street to West Twenty-sixth street where said tracks are intersected and crossed by West Twenty-first street, West Twenty-second street, West Twenty-third street, West Twenty-fourth street, West Twenty-fifth street and West Twenty-sixth street.

Paragraph 8. The subway in West Twelfth street shall be revised beneath the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company.

Paragraph 9. As to the subways mentioned in Section 4, Paragraph 3 of this ordinance, the subways in West Fifteenth street, West Sixteenth street, and the passageway in West Eighteenth street shall be constructed jointly by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company; said subways shall be constructed by said companies in conjunction with each other, as follows, to-wit: The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall construct all that portion of said subways lying between its right-of-way lines; the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subways lying between its right-of-way lines, and the Chicago Junction Railway Company shall construct all that portion of said subways lying between its right-of-way lines; and said companies shall jointly construct the east and west approaches to said several subways and shall also jointly construct any retaining walls that may be necessary for the purpose of keeping the embankments entirely within their right-of-way lines.

Paragraph 10. As to the subways mentioned in Section 4, Paragraphs 3 and 7 of this ordinance, the subways in West Twenty-first street, West Twenty-second street, West Twenty-third street, West Twenty-fourth street, and West Twenty-fifth street shall be constructed jointly by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Chicago, Burlington and Quincy Railway Company in conjunction with each other as follows, to-wit: The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall construct all that portion of said subways lying between its right-of-way lines; the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subways lying between its right-of-way lines; the Chicago Junction Railway Company shall construct all that portion of said subways lying between its right-of-way lines, and the Chicago, Burlington and Quincy Railway Company shall construct all that portion of said subways lying between its right-of-way lines; and said companies shall jointly construct the east and west approaches to said several subways and shall also jointly construct the retaining walls that may be necessary for the purpose of keeping the embankments entirely within their right-of-way lines.

Paragraph 11. As to the subways mentioned in Section 4, Paragraphs 3 and 7 of this ordinance, the subway in West Twenty-sixth street shall be constructed jointly and in conjunction with each other by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Chicago, Burlington and Quincy Railway Company.

Paragraph 12. As to the subway mentioned in Section 4, Paragraph 6½ of this ordinance,the subway in South Western avenue shall be constructed jointly by the Chicago, Burlington and Quincy Railway Company and the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company in conjunction with each other as follows, to-wit: The Chicago, Burlington and Quincy Railway Company shall construct all that portion of said subway and the north approach lying north of its south right-of-way line; and the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, shall construct all that portion of said subway and the south approach lying south of its north right-of-way line.

Paragraph 13. As to the subway mentioned in Section 4, Paragraph 2 of this ordinance, the subway in Ogden avenue boulevard shall be constructed jointly by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company under its Central Division track, the Chicago Junction Railway Company, the Chicago and Northwestern Railway Company, and the Chicago Terminal Transfer Railroad Company under the main track of its Wisconsin Division. The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall construct all that portion of said subway lying between its right-of-way lines; the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subway lying between its right-of-way lines; the Chicago Junction Railway Company shall construct all that portion of said subway lying between its right-of-way line and the Chicago and Northwestern Railway Company shall construct all that portion of said subway lying between its right-of-way line.

And it is distinctly understood that the entire cost and expense of the construction of this subway and the approaches thereto, and the removal of the viaduct at this point shall be borne jointly by said several railway and railroad companies in the ratio of their respective roadbed and the total number of tracks owned and operated by each of said companies over and above the subway to be constructed in Ogden avenue boulevard.

Paragraph 14. As to the subway mentioned in Section 4, Paragraph 4 of this ordinance, the subway in South Western avenue shall be constructed jointly by the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company. The Chicago and Northwestern Railway Company shall construct all that portion of said subway and south approach lying south of its north right-of-way lines; and the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subway and north approach lying north of its south right-of-way lines.

Paragraph 15. As to the subway mentioned in Section 4, Paragraph 8 of this ordinance, the subway in West Twelfth street shall be revised and the cost and expense of the revision of this subway shall be borne jointly by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago and Northwestern Railway Company in the ratio of the width of their respective roadbed and the total number of tracks owned and operated by each of said companies over and above the subway in West Twelfth street.

SECTION 4a. The several subways and the viaduct hereinbefore referred to in Section 4 of this ordinance and which shall be constructed with the elevation upon which such tracks are to be placed, shall as to their size and dimensions, location and other details be in accordance with the following schedule:

Subway in Ogden Avenue Boulevard, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago and Northwestern Railway. (Boulevard, 150 Feet Wide).

This subway shall be constructed in accordance with the plans and specifications agreed upon between the West Chicago Park Commissioners and the above named railroad and railway companies.

Subway in West Fifteenth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, and the Chicago Junction Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 7.78 feet above city datum. This level shall extend to the right-of-way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Sixteenth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, and the Chicago Junction Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 6.28 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Passageway in West Eighteenth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad and the Chicago Junction Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the passageway not less than 5.3 feet above city datum. This level shall extend to the right-of-way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of passageway, 16.0 feet.

Clear head room, 7.5 feet.

Subway in West Twenty-first Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 80 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 7.8 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in West Twenty-second Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 73 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 9.0 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one

foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in West Twenty-third Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 9.5 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Twenty-fourth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway at the west right of way lines of said companies not less than 10.98 feet above city datum, thence the floor of said subway shall continue in an easterly direction and may descend on a uniform grade of about 1.0 foot in 100 feet to the east right of way lines of said companies where the elevation of the floor of the subway shall not be less than 9.5 feet above city datum. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Twenty-fifth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway at the west right of way lines of said companies not less than 12.08 feet above city datum, thence the floor of said subway shall continue in an easterly direction and may descend on a uniform grade of about 1.72 feet in 100 feet to the east right of way lines of said companies where the elevation of the floor of the subway shall not be less than 9.5 feet above city datum. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Twenty-sixth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad and the Chicago Junction Railway. (Street, 50 Feet Wide).

There shall be no depression of the street.

The floor of the subway shall be not less than 12.0 feet above city datum.

Width between walls of subway, 50 feet.

Width of roadway, 42 feet in subway.

Width of sidewalk on the north side of street shall be 8.0 feet in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

One line of posts may be placed in curb lines and inside thereof, on the north side of the street, and one line of posts in the center of the roadway to support girders.

Clear head room, 14.5 feet.

Subway in West Twenty-sixth Street, Under the Chicago, Burlington and Quincy Railway. (Street, 50 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 10.43 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into South Western avenue and Blue Island avenue.

Width between walls of subway, 50 feet.

Width of roadway, 42 feet in subway.

Width of sidewalk on the north side of the street 8.0 feet in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of the sidewalk on the north side of the street shall be uniform with the roadway and about one foot above the level of the same, including the sidewalk in South Western avenue. One line of posts may be placed in curb lines and inside thereof, on the north side of the street, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in South Western Avenue, Under the Chicago, Burlington and Quincy Railway and the Atchison, Topeka and Santa Fe Railway, or its lessee, the Illinois Northern Railway. (Street, 66 feet wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 10.43 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Twenty-sixth street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in South Western Avenue, Under the Chicago Terminal Transfer Railroad and the Chicago and Northwestern Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 9.0 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Fourteenth street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines

and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in South Western Avenue, Under the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 12.5 feet above city datum. This level shall extend to the right-of-way lines of said railway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into West Eighteenth street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 13.5 feet.

Subway in Rockwell Street, Under the Chicago, Burlington and Quincy Railway. (Street, 33 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right of way lines of said railway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 33 feet.

Width of roadway, 20 feet in subway.

Width of sidewalks, 6.5 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof to support girders.

Clear head room, 12.0 feet.

Revised Subway in West Twelfth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad and the Chicago and Northwestern Railway. (Street, 100 Feet Wide).

The floor of the subway shall be elevated so as to make the elevation of the new

floor of subway not less than 9.0 feet above city datum. From this level the new approaches to subway shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the original surface of street.

Width between walls of subway and other specifications shall remain the same as prescribed in ordinance passed January 18th, 1897.

Clear head room, 12.5 feet.

Revised Subway in South Washtenaw Avenue, Under the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The floor of the subway shall be elevated so as to make the elevation of the new floor of subway not less than 10.5 feet above city datum. From this level the new approaches to subway shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the original surface of street.

Width between walls of subway and other specifications shall remain the same as prescribed in ordinance passed January 24th, 1898, with the exception that clear head room shall be 12.0 feet.

Viaduct in South Western Avenue, North of the North End of the Bridge Across the West Fork of the South Branch of the Chicago River, Over the Depressed Tracks of the Illinois Northern Railway Company.

The depression of the roadbed and tracks of the Illinois Northern Railway Company, as required by Section 1, Paragraph 8a of this ordinance, will render the use and operation of said tracks when so depressed, impractical unless the bridge at South Western avenue shall be raised to a sufficient height above the proposed depressed tracks of said company, so as to prevent any obstruction or interference with the use and operation of such proposed depressed tracks, it is hereby ordered and required that the proposed viaduct over the depressed tracks of the Illinois Northern Railway Company shall have a clear span of twenty-six (26) feet, and that the top of the rail shall be six (6) feet above city datum, and the clearance from top of the rail to the lowest part of the superstructure of the viaduct, sixteen and one-half (16.5) feet.

The elevation of the street level on said viaduct shall be twenty-five (25) feet above city datum, leaving two and one-half (2½) feet for the construction of the viaduct floor and beams.

The north and south approaches shall ascend on a grade of about 3.0 feet in 100 feet to a connection with the north end of the viaduct and south ends of the bridge, including the approach south of the bridge into the soap factory west of South Western avenue.

The roadway in South Western avenue between the foot of the north and south approaches and the roadway of the viaduct and bridge, and the sidewalks for the same distance, and all the work necessary in the construction of the bridge and approaches to make this complete and perfect work, shall be done by said Illinois Northern Railway Company without cost or expense to the City of Chicago, and in accordance with plans and specifications to be approved by the Commissioner of Public Works of the City of Chicago; said work to be done under the supervision and to the entire satisfaction of said Commissioner of Public Works.

Section 4b. The grade of all the streets that intersect the approaches to sub-

ways, as described in Section 4a of this ordinance, shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of the approaches connects with the present grade of street, and said vertical curve shall extend not less than twenty (20) feet each side of said intersection of grades, and the middle ordinate of the vertical curve shall be equal to one-half the difference between the elevation of the points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be required for the depression of such subways and the approaches thereto. But the depressed portions of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and other similar substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found shall be replaced or suitable expedients shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by the respective railway and railroad companies as indicated in Section 4a and at their sole expense, except as herein otherwise provided, and if in the construction of any of said subways or approaches it shall become necessary to disturb, remove or destroy any pipes, conduits, wires or other property belonging to any private corporation or individual, all of the cost and expense thereof and all damage thereto shall be borne and assumed by the City of Chicago, and the said city will by condemnation, purchase or otherwise secure to said railway and railroad companies the free and uninterrupted right to prosecute its or their work and will save the said railway and railroad companies harmless from any and all claims, demands and suits arising therefrom and all damages which may be recovered therefrom.

SECTION 6. The grades of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed in accordance with the provisions of this ordinance, along the line of the several subways shall be and the same are hereby changed so as to conform to the grades of such subways as they shall be depressed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several subways wherever the streets are depressed, as provided for in this ordinance, by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways should be below the grade of the adjacent sewer, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said railway and railroad companies at their expense.

SECTION 8, Paragraph 1. The subways and the approaches thereto so to be constructed by said companies, in said streets and avenues aforesaid, wherever the same shall be depressed, shall all conform to the following structural requirements in this section mentioned, namely: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface, between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The

curb shall be of sound hard limestone or concrete masonry of standard dimensions and finish, and the sidewalks shall be finished and paved with Portland cement concrete of standard quality and workmanship and with the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago.

The approaches to subways shall be excavated to the grades established by this ordinance and shall be in all other respects restored as near as may be to their condition before being so excavated. The paving and sidewalks in subways where streets or avenues are not depressed shall be the same as in the adjoining parts of such streets or avenues, if such paving and sidewalks exist at the time of construction of said subways, if not, whenever such paving and sidewalks shall be provided.

Each of said railway and railroad companies shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars conditioned that said railway and railroad companies shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, the railway and railroad companies hereby agree to keep and maintain said improvement without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned by or through the use of faulty or inferior material or workmanship; provided, however, the railway and railroad companies herein specified shall not be required to keep or maintain any part of said improvement under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago.

If either of said railway or railroad companies shall fail, neglect or refuse to repair, keep and maintain the said work in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from said railway or railroad company, or companies, mentioned in this ordinance.

Paragraph 2. As to the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railway or railroad company, or companies, at their expense, in such portions of said streets as are required to be constructed by said company or companies, except that said railway or railroad company, or companies, shall not be required to restore any part of the paving of approaches or subways which it is the duty of any street railway company or other corporation itself to restore under existing laws or ordinances.

Paragraph 3. Said company or companies shall pave the entire length and width of the roadway in such portions of the subways as are required to be con-

structed by said railway or railroad company, or companies, as is mentioned in this ordinance, except that such company or companies shall not be required to pave any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by said proposed elevation, shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages, conform the grade of its track or tracks to the said change of grade of said streets both during and after depressing said streets, and nothing in this ordinance shall operate or be held to relieve such street railway companies from any liability now existing of paving such streets between or on either side of its said tracks in the manner and form as now required.

Paragraph 5. Nothing in this ordinance contained shall be so construed as to require the said railway or railroad companies, or any of them, to assume or pay any damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation, depression or change of grade made in any of the public avenues, streets or alleys, or of the railways of either of said companies, or to defend any suit or suits which may be brought against the said railway or railroad companies, or any of them, or against the City of Chicago, or against any other party or parties for the recovery of any such damages; but it is understood, and the City of Chicago hereby agrees that all such damages, if there are any, shall be adjusted and paid by the City of Chicago and said city will assume the defense of any and all suits brought for the recovery of the same, intervening therein if necessary for such purpose, and will wholly relieve said railway or railroad companies, and each of them, from defending the same, and will assume and pay all judgments recovered therein; provided, however, that each of said companies shall be liable, respectively, for such damage as may arise from the negligent performance by said company or companies, of any of the obligations imposed by this ordinance.

The above stipulations in this paragraph are, however, upon the conditions precedent that in case any suit be brought against said companies, or any of them, said company or companies, will before the last day to plead therein give notice in writing of such suit and service therein to the Mayor and Corporation Counsel of said city for the purpose of enabling such defense to be made by the city.

Paragraph 6. Said railway and railroad company, or companies, and any contractor employed by it, or them, in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

Section 9. All the work hereinbefore in this ordinance required to be done by said company, or companies, upon or in connection with the public avenues and streets of the city shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination, and if found to be in accordance with the provisions of this ordinance in so far as this ordinance contains specific provisions, and in the absence of such specific provisions, if they shall be satisfactory to the Commissioner of Public Works in regard to matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after

such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 10. Permission and authority are hereby given to said companies, or either of them, whenever the same shall be necessary in the prosecution of the work they are herein authorized or required to perform to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works; and they are also hereby authorized whenever the same shall become necessary to erect and maintain temporary structures and false work on any of said streets and avenues during the construction of their said elevated railroads subject to the like approval of said Commissioner of Public Works.

SECTION 11. When the said several railroads in Section 1 of this ordinance shall have elevated their respective tracks in accordance with this ordinance, so that the same shall be ready for use, then and thereupon all provisions of the ordinances of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, the ringing of locomotive bells, the use of train or engine lights, the sounding of signals before starting trains, and the maintenance of gates, flagmen, watchmen, signals and signal towers, shall cease to be applicable to said railroads; provided, however, this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person, or persons, save employes of said companies, or either of them, in the discharge of their duties, to enter or be upon or to walk along or across the said elevated structure or roadway at any place. If any person shall willfully trespass upon said elevated roadway, such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one hundred dollars for each and every offense.

SECTION 12. In consideration of the acceptance of this ordinance by said railway and railroad companies, and of the agreement by each of said companies to do and perform all the obligations imposed upon it by this ordinance; and in further consideration of the benefits derived and to be derived by said City of Chicago from this ordinance: and in further consideration of the agreement on the part of the Chicago, Burlington and Quincy Railway Company to revise the subway in South Washtenaw avenue in accordance with description in Section 4a of this ordinance; and in further consideration of the agreement on the part of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, and the Chicago and Northwestern Railway Company to revise the subway in West Twelfth street in accordance with description in Section 4a of this ordinance; and the further agreement on the part of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago and Northwestern Railway Company and the Chicago Junction Railway Company to remove in accordance with Section 1, Paragraph 14, of this ordinance, the viaduct now located in Ogden Avenue boulevard, and to build and construct in lieu thereof, without cost or expense to the City of Chicago, a subway as provided for in said Ogden Avenue boulevard, as described in Section 4a of this ordinance, the said City of Chicago on its part undertakes and agrees that upon the lines of railroad described in Paragraphs one (1), two (2), three (3), four (4), four a (4a), five (5), six (6), seven (7) and eight (8), of Section 1 of this ordinance, if it shall at any time require a crossing at any street or streets, avenue, alley or publicway for which no subway

is provided in the schedule of subways contained in this ordinance, or shall open, lay out or extend any streets, avenues, alley or publicway across the right-of-way, yards or land of any said companies, between South California avenue and Robey street under the tracks of the Chicago, Burlington and Quincy Railway Company; and between West Taylor street and the South Branch of the West Fork of the Chicago River under the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Lumber District track and Rockwell Street "Y" track of the Chicago, Burlington and Quincy Railway Company; and between West Taylor street and Robey street under the main track of the Chicago Terminal Transfer Railroad Company, such crossings shall be made by subways only and no claim for compensation on account of land taken for right of way of said streets, avenue, alley or publicway shall be made by the railway or railroad company, or companies whose right-of-way, yards or lands are to be crossed, and such waiver of compensation shall attach to and run with such land in the hands of any grantee or grantees of such railway or railroad company, or companies, but the sole cost and expense of the construction of such subway or subways, and of such bridge or bridges, as may be necessary to carry all of the tracks on any of such companies' right-of-way, yards and lands over such subways shall be borne and paid for by the City of Chicago without expense to any of said railway or railroad companies mentioned in this ordinance; and in no case shall any such bridge or bridges, subway or subways so to be built be inferior in any respect to the bridges and subways to be built by said railway and railroad companies under the terms of this ordinance. Such bridges or subways so to be built at the expense of said city shall conform in all respects to the general form and quality of material of the bridges and subways provided for in this ordinance to be built at the expense of said railway and railroad companies, or any of them, except as to such changes in the details thereof as may be agreed upon by the City Engineer of the City of Chicago and the Chief Engineer of said railway and railroad company, or companies. The work of such construction shall be done by the railway and railroad company, or companies, and the amount to be paid by the City of Chicago for such work and construction shall not exceed the actual and reasonable cost thereof. Such bridges, respectively, shall support all the tracks of said company then existing and in use across the proposed streets, avenues, alleys or publicways at the time of the construction of such subway across such right-of-way, yards or lands of any of said companies, but none of said railway or railroad companies shall be required to do any work towards the construction of any such subway or subways until the cost thereof as may be estimated by the City Engineer and Chief Engineer of said railway or railroad company, or companies, shall have been first paid over to such railway or railroad company, or companies, or deposited in some responsible bank for its or their benefit and to be paid over to such railway or railroad company, or companies, at once upon the completion of said work. The grade of the roadbed and tracks of said company or companies shall be and remain at the grade hereinbefore specified.

Section 13. The elevation of the roadbeds and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago, Burlington and Quincy Railway Company's Lumber District track and Rockwell Street "Y" track, as required by the provisions of this ordinance, and the use and operation of said tracks when so elevated being impracticable unless and until the roadbed and tracks of the elevated railway built by the Metropolitan West Side Elevated Railway Company which elevated railway crosses above the roadbed and tracks of the

Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago, Burlington and Quincy Railway Company's Lumber District track and Rockwell Street "Y" track between Twentieth Street and Twenty-first street shall be raised at the crossing to a sufficient height above the proposed elevated tracks of said companies to prevent any obstruction to or interference with the construction, maintenance, use and operation of such proposed elevated tracks, said Metropolitan West Side Elevated Railway Company is hereby ordered and required to elevate the plane of the roadbed and tracks of its elevated railway at the crossing aforesaid, to such a height above the roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago, Burlington and Quincy Railway Company's Lumber District track and the Rockwell Street "Y" track when raised to the elevation herein required, that there shall be a minimum clearance of headway of not less than twenty (20) feet between the proposed elevated tracks of said last named railway companies at the lowest part of the overhead structure of said Metropolitan West Side Elevated Railway Company--the tracks of said elevated railway company on each side of said crossing to be adjusted to connect with the tracks laid upon the overhead structure at said crossing in such a manner and using such gradients as said elevated railway company may deem proper.

Said Metropolitan West Side Railway Company shall begin the work of elevating its roadbed and tracks at said crossing within thirty (30) days after said Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, and the Chicago, Burlington and Quincy Railway Company shall have notified said Metropolitan West Side Elevated Railway Company that they are ready at said point of crossing to commence the work of elevating its tracks herein ordered and required. The work of such elevation by said Metropolitan West Side Elevated Railway Company shall be fully and finally completed within ninety (90) days after the expiration of the thirty days mentioned in said notice herein provided to be given to it by said above mentioned railway company; and in case of a failure or default on the part of said Metropolitan West Side Elevated Railway Company, its successors or assigns, to complete the work of such elevation within the period of ninety (90) days, said Metropolitan West Side Elevated Railway Company shall pay the City of Chicago as assessed, agreed and liquidated damages, the sum of two hundred ($200.00) dollars per day for each and every day that said default shall continue, and such elevation of the structure and tracks of said Metropolitan West Side Elevated Railway Company shall remain unfinished and incomplete, it being agreed that said sum of two hundred ($200.00) dollars per day is not a penalty but is the actual amount of damage that will be sustained by the City of Chicago through any such default on the part of said Metropolitan West Side Elevated Railway Company. But the foregoing provision in relation to the payment of said damage shall not be in any way held to interfere with the rights to be derived by the city under the provisions contained in Section 14 of this ordinance, but shall be deemed and construed as an additional remedy in behalf of the city in case of default on the part of the Metropolitan West Side Elevated Railway Company. The time of delay, if any, occasioned by strikes, riots, or unavoidable accidents shall be added to the ninety (90) days above provided for the completion of said work.

SECTION 14. The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Com-

pany, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Chicago, Burlington and Quincy Railway Company who are required to elevate their tracks, shall commence the work of such elevation after the Metropolitan West Side Elevated Railway Company's elevated road shall be raised at the crossing of that road over the proposed elevated tracks of the above named companies to the elevation required by Section 13 of this ordinance; provided this ordinance shall have been accepted by the said above mentioned railway and railroad companies hereby required to elevate their tracks.

After such work has been commenced the same shall be fully and finally completed on or before the 31st day of December, A. D. 1909, unless prevented by strike or strikes, or restrained by injuction or other order or process of a court of competent jurisdiction. The time during which said railway and railroad companies shall be prevented by strike or strikes, or legal proceedings, as aforesaid, shall be added to the time hereby limited for the completion of said work; provided said railway and railroad company, or companies give notice in writing to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction and restraining order and for any other proper order in such suit.

Section 15. Each of the railway and railroad companies mentioned in this ordinance which are hereby required to elevate their roadbeds and tracks shall fully and finally complete said work of elevation on or before the thirty-first day of December, A. D. 1909, unless prevented by strikes or riots or restrained by injunction or other order or process of a court of competent jurisdiction. The time during which said companies shall be prevented by strike or strikes, riot or riots, or legal proceedings as aforesaid, shall be added to the time hereby limited for the completion of said work, provided said railway and railroad company, or companies, give notice to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction and restraining order and for any other proper order in such suit.

And it is further distinctly understood and agreed that if said railway and railroad companies, or either of them, shall be delayed in the prosecution of the said work required to be done under the provisions of this ordinance, by reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals, as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or any of its officers in performing the duties imposed upon the city and its officers by this ordinance in respect to the work herein required to be done by said railway and railroad companies respectively, then and in that case the time which said railway and railroad companies, or either of them, shall be so delayed shall be added to the time during which said companies are required by the terms of this ordinance to complete said work.

Section 16. Each of said companies which are required by this ordinance to elevate its tracks, including the Metropolitan West Side Elevated Railway Company, shall do its portion of the work in accordance with the terms hereof in apt and proper time, so as not to interfere with the proper and orderly prosecution of such

work as a whole. Should any of said companies fail or neglect so to prosecute its or their work, the Commissioner of Public Works shall have and is hereby given the right, power and authority to give ten (10) days' notice in writing to such delinquent company, or companies, to prosecute such work. If any such company or companies shall fail or neglect to comply with said notice the Commissioner of Public Works may take charge of and cause such work to be done and the expense thereof shall thereupon be paid by such delinquent company, or companies. Any time during which either of said companies may be prevented by delay of the other of said companies shall be added to the total time allowed to the company so delayed for the completion of its own work.

SECTION 17. The consideration of the rights and privileges hereby granted to the Chicago, Burlington and Quincy Railway Company are upon the conditions that said railway company shall within three months after the passage of this ordinance procure and dedicate for the purpose of a public street the following described property, to-wit:

That part of Lots twenty (20) to twenty-six (26), both inclusive, of Block three (3), of Johnson's Subdivision of the north half (N. ½) of the west half (W. ½) of the southwest quarter (S. W. ¼), Section nineteen (19), Township thirty-nine (39) North, Range fourteen (14) east of the Third (3d) Principal Meridian, lying north of and adjoining a straight line drawn from a point in the east line of South Western avenue to a point of intersection with the south line of West Eighteenth street sixty-six (66) feet southeasterly of and at right angles and parallel to the southeasterly line of the Chicago, Burlington and Quincy Railway Company's right-of-way.

Also that part of Lots ten (10) and eleven (11) in Sub-block two (2), in the Subdivision of Block one (1) of Walker's Douglas Park Addition in Section twenty-four (24), Township thirty-nine (39) North, Range thirteen (13) east of the Third (3d) Principal Meridian, lying south of and adjoining a straight line drawn from a point in the west line of South Western avenue to a point of intersection with the north line of West Eighteenth street sixty-six (66) feet northwesterly of and at right angles and parallel to the northwesterly line of the Chicago, Burlington and Quincy Railway Company's right-of-way.

In case the said Chicago, Burlington and Quincy Railway Company shall be unable to purchase said property, or any part thereof described in this section, at a price deemed by said railway company to be reasonable, then the same shall be condemned by the City of Chicago for street purposes and the compensation and damages awarded in such proceedings, including court costs, and all other expense of litigation that may be incurred in such condemnation proceedings shall be paid by said Chicago, Burlington and Quincy Railway Company, and said Chicago, Burlington and Quincy Railway Company shall have the right to take part in said condemnation proceedings in behalf of the city by counsel especially employed by it and shall have the right to have all witnesses that it may name called to testify in said condemnation proceedings.

SECTION 18. Nothing in this ordinance named or contained shall be so construed as to prevent said railway or railroad companies, or either of them, from locating and constructing the abutments which form the walls of the subways at a sufficient distance back from the building or lot line of the streets, boulevards or avenues for the purpose of constructing and maintaining in the spaces or recesses so left between said abutments and said building lines station buildings with all necessary ticket offices and waiting rooms, or other buildings fronting on said streets, boulevards or

avenues uniform with the said building lines thereof, and entirely within the lines limiting and bounding the right-of-way of said railway or railroad companies, or either of them, and for the further purpose of constructing and maintaining within said lines, stairways and approaches leading to and from said station buildings to the elevated platform and tracks above the same for the accommodation and convenience of the passenger traffic of said railway and railroad companies, or for any other purpose in connection with the efficient maintenance and operation of the lines. And any and all portions of any streets, alleys or avenues extending into or across or along any of said lines of railway within the limits hereinbefore provided for any elevation of the roadbed and tracks of any of the railways mentioned in this ordinance, except the streets and avenues enumerated and specified in Section 4a under the head of schedule of subways, and in which subways are required to be constructed, shall be and the same are hereby discontinued and vacated underneath the elevated roadbeds and tracks in this ordinance described and within the limits of the right-of-way of any of said railway companies; and the City of Chicago shall at any time take any proceedings essential to perfect and effectuate such vacations.

SECTION 19. This ordinance shall take effect from and after its passage, approval and publication; provided, however, that it shall be null and void except as to such of the said several railway companies which are in this ordinance permitted and required to elevate their railway tracks, who shall through their duly authorized officers file with the City Clerk of the City of Chicago within thirty (30) days from the passage and approval by the Mayor of this ordinance, their agreement or agreements duly executed, whereby they shall undertake to do and perform all the matters and things required of them respectively by this ordinance. After the filing of such agreement or agreements, by the said several railway and railroad companies, or any of them, this ordinance shall not be materially modified or amended as to the said companies which shall have filed their said agreement or agreements, unless such company or companies shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement.

The failure or default of any of said companies to file such agreement or agreements within the time herein limited shall not avoid or impair any of the rights hereunder of the several railway and railroad companies which shall have filed their agreement or agreements as hereinabove provided, so long as they shall perform the matters and things expressly required of them by this ordinance. Nothing in this ordinance contained shall be a waiver or surrender of the police power of the city or be taken in any way to deprive the city of the right to properly exercise such power.

The Clerk, on motion of Ald. Snow, presented an ordinance repealing an ordinance in favor of John P. Neu for a switch track, (passed June 22, 1903, and published page 602 of the Council Proceedings of that date), deferred May 28, 1906, page 495.

Ald. Snow moved to pass the ordinance.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race, Hunter—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, On June 22, 1903, an ordinance was passed granting permission and authority to John P. Neu to lay down and construct a single railroad switch track across alley in Block 14, in South Chicago Heights, said ordinance being published on page 602 of the official Council Proceedings of that date, said ordinance providing for payment to city of $25.00 per annum during the life of the ordinance; and

WHEREAS, Said switch track was never laid and compensation never paid; therefore,

Be it ordained by the City Council of the City of Chicago:

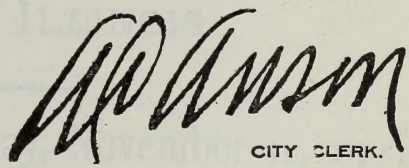
SECTION 1. That an ordinance passed June 22, 1903, published on page 602 of Council Proceedings of that date, granting permission and authority to John P. Neu to lay down, construct, maintain and operate a single railroad switch track across alley in Block 14, in South Chicago Heights, be, and the same is, hereby repealed.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

ADJOURNMENT.

Ald. Williston moved that the Council do now adjourn.

The motion prevailed and the Council stood adjourned to meet on Monday, November 12, 1906, at 7:30 P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, November 12, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, November 14, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, and Hunter.

Absent—Ald. Dailey, Cullerton, Werno and Fisher.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, October 29, 1906, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the two weeks ending November 10, 1906, together with the cause of each release:

Daniel Shaughnessy, released for wife and Ald. Harris.

Arthur Aube, released for Ald. Bowler.

Patrick McCormick, released for Ald. Bowler.

James Minor, released for A. L. Gettys.

Frank H. Perry, released for Maggie Carney.

Frank Eauszak, released for F. H. Landmesser.

John Shedd, released for Ald. Powers.

John Lavendowski, released for Ald. Martin.

Frank Gordon, released for Ald. Bowler.

Geo. H. Ryan, released for W. H. Clark.

Henry James, released for John H. Wood.

John Hove, released for J. M. Carter.

Frank Kennelly, released for Ald. McCormick.

Ignatz Miller, released for wife.

A. W. Belmont, released for Dave Barnett.

Arthur Eastman, released for father.

Hugh Dunn, released for Jno. J. Kelly.

Elmer H. Navert, released for wife.

John Ricker, released for Ed. Wilson.

Frank Malasz, released for Alex. Wisniewski.

Ben W. Hayes, released for Mr. Harris.

Geo. Rektarsek, released for W. G. Anderson.

John Normile, released for wife.

Robert Arnold, released for sister.

Martin Keska, released for wife.

Wm. Baker, released for Ald. Kenna.

Albert J. Hunt, released for Ald. Kenna.

Thomas Doheny, released for Ald. Dailey.

Frank Lanehan, released for Ald. Dougherty.

John McGuire, released for sister.

Kate Mulligan, released for sister.

Thomas Morris, released for Ald. Zimmer.

Wm. Shaughnessy, released for wife.

Tony Kricil, released for mother.

Albert Blaine, released for H. S. Taylor.

Frank Rozensky, released for Ald. Considine.

Ed. Lloyd, released for B. A. Lewis.

Dominic Weir, released for David Kohen.

Jim Daily, released for Ald. Dailey.

Geo. McCandlish, released for mother.

Frank Wantz, released for Ald. Kenna.

Emil Milberg, released for parents.

J. M. Wallack, released for wife.

Jennie Barrea, released for husband.

Gus Joslyn, alias Foster, released for Ald. Coughlin.

James Johnson, released for Ald. Kenna.

J. F. Hanson, released for Ald. Maypole.

Which was ordered published and placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 12, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honor able Body, published at page 1857 of the current printed Council Proceedings, granting authority to Z. R. Winslow and E. Heg, doing business under the name of Magner, Winslow and Company, to construct and maintain a sidewalk elevator and double steel doors in the sidewalk in front of the premises known as 314 South Clark street, for the reason that there is no provision in the said ordinance requiring the payment of compensation to the city.

Respectfully,

E. F. DUNNE,
Mayor.

Ald. Hunter moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Hunter moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 12, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, published at page 1801 of the current printed Council Proceedings, changing the sidewalk grade at the north side of 135th street, between Erie avenue and the first alley east, and on the east side of Erie avenue, between 135th and 136th streets, for the reason that I am advised by the Commissioner of Public Works that the approval of the ordinance will produce confusion in the grades at the points mentioned, especially as there never was an ordinance passed fixing a sidewalk grade of six feet at the point referred to.

Respectfully,

E. F. DUNNE,

Mayor.

Ald. Hunter moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Hunter moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 12, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an order passed at the last regular meeting of your Honorable Body, and published at page 1802 of the current printed Council Proceedings, directing the Commissioner of Public Works to issue a permit to Henry Pratt Boiler and Machinery Company to use a water plug once a month for a period of half an hour each time, for the reason that no compensation is required from the company mentioned and for the further reason that I am advised by the Commissioner of Public Works it would be a dangerous precedent to permit the opening of the water plugs during the winter, since the hydrant might not properly drain and the water might become frozen, thus rendering the hydrant useless in case of fire.

Respectfully,

E. F. DUNNE,

Mayor.

Ald. Hunter moved to reconsider the vote by which the order referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Hunter moved that the order be passed, the vote of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 12, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the meeting of your Honorable Body of October 29, 1906, and published at pages 1861 to 1888, inclusive, of the current printed Council Proceedings.

I do this on the recommendation of

the Superintendent of Track Elevation because he suggests certain amendments to this track elevation ordinance. I present herewith the communication of the Superintendent of Track Elevation containing these proposed amendments.

I respectfully recommend that the vote by which said ordinance was passed be reconsidered, that the amendments in question be inserted in the ordinance and that the ordinance be passed as amended or re-referred to the Committee on Track Elevation for its consideration.

Respectfully,

E. F. DUNNE,
Mayor.

Amendments to the ordinance published October 29, 1906, pages 1861 to 1888, inclusive, of the official records of the Council Proceedings of the City of Chicago, for the elevation of the roadbed and tracks of the Chicago, Burlington and Quincy, Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company et al in Campbell avenue:

Amend Section 1, Paragraph 3, after the word "southerly" in the thirteenth line by striking out the words "and easterly;" also amend same paragraph, same line, by striking out all beginning with the word "two" down to and including the figures "0.0917" in the seventeenth line, and in lieu thereof insert the following: "thirteen hundred (1300) feet to a point about on the south line of Ogden Avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly and easterly direction on a descending gradient of about 0.074 per centum for a distance of about seven hundred (700) feet to a point about on the east line of South Western avenue, where an elevation of about 24.9 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.072."

Amend Section 1, Paragraph 4, page 1864, in the twelfth line, by striking out the words "and southeasterly", also amend same paragraph in the thirteenth line by striking out all after the word "about" down to and including the figures "0.0917" in the sixteenth line, and in lieu thereof insert the following: "one thousand one hundred and seventy (1,170) feet to a point on the south line of Ogden Avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly and easterly direction on a descending gradient of about 0.074 per centum for a distance of about seven hundred (700) feet to a point about on the east line of South Western avenue, where an elevation of about 24.9 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.072."

Amend Section 4, Paragraph 13, page 1872, by striking out the second clause of said paragraph and in lieu thereof insert the following:

"And it is distinctly understood that the entire cost and expense of the construction of this subway and the approaches thereto and the removal of the viaduct and existing approaches at this point shall be borne jointly by the said several railway and railroad companies in the ratio of the area of the roadbed occupied by their respective tracks over and above the subway to be constructed in Ogden Avenue boulevard."

Amend Section 4, Paragraph 15, same page, by striking out all commencing with the word "width" in the sixth line down to and including the word "street." at the end of said paragraph and in lieu thereof insert the following: "area of the roadbed occupied by their respective tracks over and above the subway in said West Twelfth street."

Amend Section 4a, Revised Subway in

West Twelfth street, on page 1879, after the figures "1897." in the fifth line from the top of the page by inserting the following: "except that the railway companies may place a line of posts in the center of the roadway to support girders."

Amend Section 19, on page 1888, in the fifth line, by striking out the words and figures "thirty (30)" and in lieu thereof insert the following: "Ninety (90)."

Ald. Scully moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Scully moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Scully moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Requiring the Chicago, Burlington and Quincy Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, and the Illinois Northern Railway Company, respectively, to change the plane of certain of their railway tracks within the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Chicago, Burlington and Quincy Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, and the Illinois Northern Railway Company are hereby ordered and required to change the plane of certain of their roadbeds and tracks within certain limits of the City of Chicago, in manner and upon the conditions as is hereinafter specified, that is to say:

Paragraph 1. The Chicago, Burlington and Quincy Railway Company, shall begin the elevation of its roadbed and tracks at a point on the east line of South California avenue where the elevation of its roadbed and tracks shall not be less than 22.6 feet above city datum, as described in an ordinance passed by the City Council January 24th, 1898, and published on pages 1462 to 1492, inclusive, of the official records of the Council Proceedings of the City of Chicago; from said initial point the roadbed and tracks of said company shall continue in a northeasterly direction on an ascending gradient of about 0.651 per centum for a distance of about one

thousand nine hundred and seventy (1,970) feet to a point about thirty (30) feet west of the west line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's right-of-way where an elevation of about 35.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northeasterly direction on a level for a distance of about one hundred and fifty (150) feet to a point about twenty (20) feet east of the east line of the Chicago Junction Railway Company's right-of-way, where the same elevation of 35.42 feet above city datum shall be maintained, and crossing over and above in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company; thence said elevated roadbed and tracks shall continue in a northeasterly direction on a descending gradient of about 1.0 per centum for a distance of about six hundred anad sixty (660) feet to a point about on the east line of South Western avenue, where an elevation of not less than 30.08 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northeasterly direction on any grade or gradient convenient and practicable to said railway company for a distance of about two thousand six hundred and forty (2,640) feet to a point about on the west line of South Robey street where an elevation of 23.0 feet above city datum shall be attained, as described in an ordinance passed by the City Council of the City of Chicago July 7th, 1902, and published on pages 932 to 964, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Paragraph 2. The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall begin the elevation of its roadbed and tracks at a point on the south line of West Taylor street where an elevation of 23.17 feet above city datum has been established by ordinance passed January 18th, 1897, and published on pages 1441 to 1457, inclusive, of the official records of the Council Proceedings of the City of Chicago; from said initial point the roadbed and tracks of said company shall continue in a southerly direction on an ascending gradient of about 0.27 per centum for a distance of about nine hundred (900) feet to a point about on the north line of West Twelfth street where an elevation of about 25.42 feet above city datum shall be attained; and crossing at grade in said last mentioned course the proposed elevated roadbed and tracks of the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company; thence said elevated roadbed and tracks shall continue in a southerly and easterly direction on a level for a distance of about one thousand three hundred (1,300) feet to a point about on the south line of Ogden Avenue boulevard where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.19 per centum for a distance of about one thousand five hundred and twenty-five (1,525) feet to a point about on the north line of Sixteenth street where an elevation of about 22.71 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.85 per centum for a distance of about eight hundred and sixty (860) feet to a point about ten (10) feet north of the north line of the Chicago, Burlington and Quincy Railway Company's right-of-way, where an elevation of about 15.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one hundred and fifteen (115) feet to a point about ten (10) feet south of the south line of the Chicago, Burlington and Quincy Railway Company's right-of-way, and crossing underneath the proposed elevated roadbed and tracks of the Chicago, Burlington and Quincy Railway Company; thence

said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.85 per centum for a distance of about one thousand two hundred and ten (1,210) feet to a point about one hundred and ten (110) feet south of the south line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the elevated tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand two hundred and twenty (1,220) feet to a point about on the south line of of Twenty-third street, where an elevation of about 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.257 per centum for a distance of about one thousand nine hundred and seventy-five (1,975) feet to a point about on the south line of Twenty-sixth street, where an elevation of about 30.5 feet above city datum shall be attained; and crossing in said last mentioned course over and above the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.463 per centum for a distance of about five hundred and fifty (550) feet to a point about thirty-five (35) feet north of the north line of the bridge across the west fork of the South branch of the Chicago river, where an elevation of about 27.95 feet above city datum shall be attained, and in said last mentioned course passing over and above the depressed tracks of the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about two hundred and twenty-five (225) feet to a point about thirty-five (35) feet south of the south bank of said Chicago river where the same elevation above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.40 per centum for a distance of about one thousand seven hundred (1,700) feet to a point about on the north line of the bridge across the Drainage Canal, where an elevation of about 21.00 feet above city datum shall be attained.

Paragraph 3. The Chicago and Northwestern Railway Company shall begin the elevation of its roadbed and tracks at a point on the north line of WestTaylor street, where the elevation of 23.17 feet above city datum has been established by ordinance passed January 18th, 1897, and published on pages 1441 to 1457, inclusive, of the official records of the Council Proceedings of the City of Chicago; from said initial point the roadbed and tracks of said company shall continue in a southerly direction on an ascending gradient of about 0.27 per centum for a distance of about nine hundred (900) feet to a point about on the north line of West Twelfth street, where an elevation of about 25.42 feet above city datum shall be attained, and crossing in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and the Chicago Terminal Transfer Railroad Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about thirteen hundred (1300) feet to a point about on the south line of Ogden Avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly and easterly direction on a descending gradient of about 0.074 per centum for a distance of about seven hundred (700) feet to a point about on the east line of South Western avenue, where an elevation of about 24.9 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.072 per centum for a distance of about two thousand six hundred and

forty (2,640) feet to a point about on the west line of South Robey street, where an elevation of about 23.0 feet above city datum shall be attained, as described in an ordinance passed by the City Council of the City of Chicago July 7th, 1902, and published on pages 932 to 964, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Paragraph 4. The Chicago Terminal Transfer Railroad Company shall begin the elevation of the main track of its Wisconsin Division at a point about five hundred and forty (540) feet south of the south line of West Taylor street at an elevation of about 24.62 feet above city datum; from said initial point the proposed elevated roadbed and tracks of said company shall continue in a southerly and southeasterly direction on an ascending gradient of about 0.27 per centum for a distance of about four hundred and forty (440) feet to a point about on the north line of West Twelfth street, where an elevation of about 25.42 feet above city datum shall be attained, and crossing at grade in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and the Chicago and Northwestern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand one hundred and seventy (1,170) feet to a point on the south line of Ogden Avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly and easterly direction on a descending gradient of about 0.074 per centum for a distance of about seven hundred (700) feet to a point about on the east line of South Western avenue, where an elevation of about 24.9 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.072 per centum for a distance of about two thousand six hundred and forty (2,640) feet to a point about on the west line of South Robey street, where an elevation of about 23.0 feet above city datum shall be attained, as described in an ordinance passed July 7th, 1902, and published on pages 932 to 964, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Paragraph 4a. The Chicago Terminal Transfer Railroad Company shall begin the elevation of its Central Division track at a point about five hundred and eighty (580) feet south of the south line of West Taylor street at an elevation of about 24.74 feet above city datum; from said initial point the proposed elevated roadbed and tracks shall ascend on a gradient of about 0.27 per centum for a distance of about three hundred and fifty (350) feet to a point about on the north line of West Twelfth street, where an elevation of about 25.42 feet above city datum shall be attained; and crossing at grade in said last mentioned course the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand four hundred and twenty (1,420) feet to a point about on the south line of Ogden avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.19 per centum for a distance of about one thousand five hundred and twenty-five (1,525) feet to a point about on the north line of Sixteenth street, where an elevation of about 22.71 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.85 per centum for a distance of about eight hundred and sixty (860) feet to a point about ten (10) feet north of the north line of the Chicago, Burlington and Quincy Railway Company's right-of-way, where an elevation

of about 15.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one hundred and fifteen (115) feet to a point about ten (10) feet south of the south line of the Chicago, Burlington and Quincy Railway Company's right-of-way, and crossing in said last mentioned course underneath the proposed elevated roadbed and tracks of said Chicago, Burlington and Quincy Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.85 per centum for a distance of about one thousand two hundred and ten (1,210) feet to a point about one hundred and ten (110) feet south of the south line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the elevated tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand two hundred and twenty (1,220) feet to a point about on the south line of Twenty-third street, where an elevation of about 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.257 per centum for a distance of about one thousand nine hundred and seventy-five (1,975) feet to a point about on the south line of Twenty-sixth street, where an elevation of about 30.5 feet above city datum shall be attained, and crossing in said last mentioned course over and above the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.463 per centum for a distance of about five hundred and fifty (550) feet to a point about thirty-five (35) feet north of the north line of the bridge across the west fork of the south branch of the Chicago river, where an elevation of about 27.95 feet above city datum shall be attained, and in said last mentioned course passing over and above the depressed tracks of the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about two hundred and twenty-five (225) feet to a point about thirty-five (35) feet south of the south bank of said Chicago river, where the same elevation of 27.95 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.40 per centum for a distance of about one thousand seven hundred (1,700) feet to a point about on the north line of the bridge across the Drainage Canal, where an elevation of about 21.00 feet above city datum shall be attained.

Paragraph 5. The Chicago Junction Railway Company shall begin the elevation of its roadbed and tracks on the proposed elevated roadbed and tracks of the Chicago and Northwestern Railway Company at a point about one hundred and eighty (180) feet north of the north line of Ogden avenue boulevard at an elevation of about 25.42 feet above city datum; from said initial point the elevated roadbed and tracks of said company shall continue in a southerly direction on a level for a distance of about three hundred and thirty (330) feet to a point about on the south line of Ogden Avenue boulevard, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southeasterly and southerly direction on a descending gradient of about 0.19 per centum for a distance of about one thousand five hundred and twenty-five (1,525) feet to a point about on the north line of Sixteenth street, where an elevation of 22.71 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about

0.85 per centum for a distance of about eight hundred and sixty (860) feet to a point about ten (10) feet north of the north line of the Chicago, Burlington and Quincy Railway Company's right-of-way, where an elevation of about 15.42 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one hundred and fifteen (115) feet to a point about ten (10) feet south of the south line of the Chicago, Burlington and Quincy Railway Company's right-of-way, and crossing underneath the proposed elevated roadbed and tracks of the Chicago, Burlington and Quincy Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.85 per centum for a distance of about one thousand two hundred and ten (1,210) feet to a point about one hundred and ten (110) feet south of the south line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about one thousand two hundred and twenty (1,220) feet to a point about on the south line of Twenty-third street, where an elevation of about 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on an ascending gradient of about 0.257 per centum for a distance of about one thousand nine hundred and seventy-five (1,975) feet to a point about on the south line of Twenty-sixth street, where an elevation of about 30.5 feet above city datum shall be attained, and crossing in said last mentioned course over and above the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.463 per centum for a distance of about five hundred and fifty (550) feet to a point about thirty-five (35) feet north of the north line of the bridge across the west fork of the south branch of the Chicago river, where an elevation of about 27.95 feet above city datum shall be attained, and crossing over and above the depressed tracks of the Illinois Northern Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about two hundred and twenty-five (225) feet to a point about thirty-five (35) feet south of the south bank of said Chicago river, where the same elevation of 27.95 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southerly direction on a descending gradient of about 0.40 per centum for a distance of about one thousand seven hundred (1,700) feet to a point about on the north line of the bridge across the Drainage Canal, where an elevation of about 21.0 feet above city datum shall be attained.

Paragraph 6. The Chicago, Burlington and Quincy Railway Company shall begin the elevation of its Lumber District track at a point about on the west line of South Western avenue at an elevation of about 29.8 feet above city datum; from said initial point said elevated roadbed and tracks shall continue in a southwesterly direction, thence continuing in a southerly direction on a descending gradient of about 0.50 per centum for a distance of about eight hundred and eighty (880) feet to a point about twenty (20) feet south of the south line of Nineteenth street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the tracks of the Metropolitan West Side Elevated Railway Company; thence said elevated roadbed and tracks shall continue in a southerly direction on a level for a distance of about three thousand five

hundred and thirty (3,330) feet to a point about on the south line of Twenty-fifth street, where the same elevation of 25.42 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a southeasterly direction on a radius of about seven hundred (700) feet with an included angle of about ninety (90) degrees on a descending gradient of about 2.72 per centum for a distance of about nine hundred (900) feet to a point about on the west line of South Western avenue where an elevation of about 23.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in an easterly direction on a level for a distance of about eighty (80) feet to a point about fourteen (14) feet east of the east line of South Western avenue where the same elevation of 23.0 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in an easterly direction and may descend on the most suitable gradient convenient and practicable to said company to a connection with its present roadbed and tracks.

Paragraph 7. The Chicago, Burlington and Quincy Railway Company shall begin the elevation of its Rockwell street "Y" track connecting with its proposed south main track at a point about two hundred and fifty (250) feet southwest of the center line of Rockwell street at an elevation of about 29.75 feet above city datum; from said initial point said "Y" track shall continue in a southeasterly direction on a radius of about seven hundred (700) feet with an included angle of about ninety (90) degrees on a descending gradient of about 0.21 per centum for a distance of about nine hundred (900) feet to a point about twenty-five (25) feet north of the north line of the alley south of Nineteenth street, where an elevation of about 27.86 feet above city datum shall be attained; thence said elevated "Y" track shall continue in a southerly direction on a descending gradient of about 0.49 per centum for a distance of about six hundred and ten (610) feet to a point about one hundred and ten (110) feet north of the north line of Twenty-first street, where an elevation of about 25.42 feet above city datum shall be attained, and in said last mentioned course passing underneath the elevated tracks of the Metropolitan West Side Elevated Railway Company; thence said "Y" track shall continue in a southerly direction on a level for a distance of about one thousand four hundred and fifty (1,450) feet to a point near the north line of Twenty-third street to a connection with the switching track of the Chicago Malleable Iron Company, as described in Paragraph 12 of this ordinance.

Paragraph 8. The Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, shall commence the depression of its roadbed and tracks from a point on its main tracks in West Twenty-sixth street about two hundred and fifty (250) feet west of the west line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's right-of-way at an elevation of about 11.5 feet above city datum. From said initial point the roadbed and tracks of said company shall descend on a gradient of about 0.60 per centum for distance of about two hundred and fifty (250) feet to a point about ten (10) feet west of the west line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company's right-of-way where an elevation of about 10.0 feet above city datum shall be attained; thence said depressed roadbed and tracks shall continue in an easterly direction on a level for a distance of about one hundred and fifty (150) feet to a point about ten (10) feet east of the east right of way line of the Chicago Junction Railway Company where the same elevation of about 10.0 feet above city datum shall be maintained, and in said last mentioned course passing underneath the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad

Company and the Chicago Junction Railway Company; thence said depressed roadbed and tracks shall continue in an easterly direction on an ascending grade or gradients convenient and practicable to said Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, to a connection with its present roadbed and tracks and of the Chicago, Burlington and Quincy Railway Company's Lumber District track at a point about on or near the west line of South Western avenue where an elevation of 23.0 feet above city datum shall be attained.

Paragraph 8a. From the most convenient point on the existing tracks of the Atchison, Topeka and Santa Fe Railway Company now in West Twenty-sixth street about on the center line of Rockwell street produced southward at an elevation of about 12.0 feet above city datum the roadbed and tracks of the Illinois Northern Railway Company shall be depressed and continue in a southerly and easterly direction to a point about thirty (30) feet west of the west right-of-way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and about twenty (20) feet north of the West Fork of the South Branch of the Chicago River where the elevation at the top of the rail shall be about 7.0 feet above city datum; thence said depressed roadbed and tracks shall continue easterly on a level for a distance of about two hundred and fifty (250) feet to a point about thirty (30) feet east of the east right-of-way line of the Chicago Junction Railway Company where the same elevation of about 7.0 feet above city datum shall be maintained, and in said last mentioned course passing underneath the proposed elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company; thence said depressed roadbed and tracks shall continue in an easterly direction to a point about twenty (20) feet west of the west line of South Western avenue and about 7.0 feet north of the West Fork of the South Branch of the Chicago River where the elevation at the top of the rail shall be 6.0 feet above city datum; thence said depressed roadbed and tracks shall continue in an easterly direction on a level for a distance of about one hundred and six (106) feet to a point about twenty (20) feet east of the east line of South Western avenue where the elevation of 6.0 feet above city datum shall be maintained, and in said last mentioned course passing underneath the proposed new grade in South Western avenue made necessary for the depression of said tracks in South Western avenue; thence said depressed roadbed and tracks of the Illinois Northern Railway Company shall continue in an easterly direction to a connection with all or any of the tracks of said company east of South Western avenue and south of Blue Island avenue.

Paragraph 9. Permission is hereby granted to all of the railroad and railway companies mentioned in this ordinance which are required to elevate their roadbeds and tracks to elevate their "Y" and connecting tracks and to make such changes in their location and alignment as said companies may deem necessary to maintain their proper connections with each other's tracks.

Paragraph 10. Nothing in this ordinance shall prevent the various companies owning their tracks mentioned herein from changing the location of said tracks by mutual agreement of those interested as they may deem necessary, provided no change of location shall be made that will prevent the separation of the grades of said tracks as contemplated in this ordinance.

Paragraph 11. The railroad and railway companies mentioned in this ordinance, and each of them, may and they are hereby authorized to construct such elevated embankments the full width of their respective right-of-way and may construct, maintain and operate thereon such number of tracks as each may respectively deem

necessary or convenient for the transaction of its business and to carry such additional tracks over all intervening streets, avenues or alleys in the same manner as is herein provided for existing tracks, and to make such changes in the position and alignment of their respective main and side tracks and switch connections as may be desirable in order to carry out the provisions of this ordinance.

Paragraph 12. Commencing at the most desirable point on the westerly track of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company and the Chicago, Burlington and Quincy Railway Company south of West Twenty-third street, the switching track of the Chicago Malleable Iron Company may descend on any grade deemed practicable to a point about on the north line of West Twenty-fourth street at an elevation of about 10.98 feet above city datum, thence said switching track shall continue in a southerly direction crossing said West Twenty-fourth street at grade into the property of the Chicago Malleable Iron Company; provided that the switching track to cross West Twenty-fourth street at grade shall not be used for the accommodation of the industries adjoining south of Twenty-third street for hauling trains or for switching purposes between the hours of 5:00 o'clock A. M. and 8:00 o'clock A. M. and between the hours of 5:00 o'clock P. M. and 8:00 o'clock P. M.; and provided, further, that no more than three (3) trains shall pass over said single track within any one hour during the remaining eighteen (18) hours of each consecutive twenty-four (24) hours; and said Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall at its own cost and expense construct, maintain and operate a good substantial gate across West Twenty-fourth street between the said switching track and the west entrance into the subway in West Twenty-fourth street; said gate shall not be less than 4.5 feet in height and shall be so constructed as to completely exclude persons from crossing or passing over said switch track upon either the sidewalk or roadway of West Twenty-fourth street when said switch track is in use. Said gates to be put in permanent place under the direction and supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

Paragraph 13. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Paragraph 14. If any bridge or bridges, viaduct or viaducts, approach or approaches, or other structure or structures belonging to or under the control of the City of Chicago, in any street or avenue shall be found by the Commissioner of Public Works to constitute an obstruction or to interfere with the work of constructing, maintaining or using the elevated structure hereinbefore required, then the said Commissioner of Public Works shall direct and empower said railroad or railway companies to remove the same at their own cost and expense, and said companies may retain, use or dispose of the material comprising such viaduct and approaches.

Section 2. The embankment or embankments on which said elevated roadbeds and tracks shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, broken stone or whatever else may compose the surplus material excavated from the foundation pits and trenches along the line of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments bay be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right-of-way of said companies, such portions of said embankments at all such points shall be kept within the said right-of-way lines or they shall be confined between retaining walls of stone, concrete or brick masonry; provided, however, that when-

ever said retaining walls are of insufficient height to properly protect said right of way and to prevent trespassing thereon, then said retaining walls, as aforesaid, shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all the right-of-way of said companies shall be fenced in, or otherwise properly inclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

SECTION 3. The said elevated tracks shall be carried across all intersecting streets, avenues and alleys, which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans, whose superstructure shall consist of iron or steel girders, with iron or steel main floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm-water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, as indicated in the schedule of subways, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right-of-way and in the center of curb lines of the intersecting avenues and streets, as provided in schedule of subways herein contained. Provided, if it shall be found necesary to construct and retaining or side walls in connection with any approaches to subways, to support the adjoining property line along the depression of subways, then such walls may be constructed within the limits of the street, alley or publicway upon which such approach is situated and the abutments or side walls of the subway itself reached by such approach may be correspondingly advanced into the street so as to be in a continuous straight line with the approach wall; and in any such case the other details and dimensions of the subway given in the attached scheoule of the subways may be changed as far as necessary to accord with the location of retaining or side walls or abutments aforesaid.

SECTION 4. Paragraph 1. Subways shall be constructed beneath the main tracks of the Chicago, Burlington and Quincy Railway Company where said tracks are intersected and crossed by South Western avenue, Rockwell street, and the subway in South Washtenaw avenue shall be revised.

Paragraph 2. A subway shall be constructed beneath the main tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Central Division track of the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company under the main track of its Wisconsin Division, where said tracks are intersected and crossed by Ogden avenue boulevard.

Paragraph 3. Subways shall be constructed beneath the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Central Division track of the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company where said tracks are intersected and crossed by West Fifteenth street, West Sixteenth street, West Twenty-first street, West Twenty-second street, West Twenty-third street, West Twenty-fourth street, West Twenty-fifth street, West Twenty-sixth street, and a passageway in West Eighteenth street.

Paragraph 4. A subway shall be constructed beneath the tracks of the Chicago and Northwestern Railway Company and the main track of the Wisconsin Division of the Chicago Terminal Transfer Railroad Company where said tracks are intersected and crossed by South Western avenue.

Paragraph 5. Subways shall be constructed beneath the Rockwell street "Y"

track of the Chicago, Burlington and Quincy Railway Company where said tracks are intersected and crossed by Rockwell street, West Twenty-first street, West Twenty-second street, and West Twenty-third street.

Paragraph 6. A viaduct shall be constructed over the tracks of the Illinois Northern Railway Company where said tracks pass underneath the roadway of South Western avenue north of the north end of the bridge across the West Fork of the South Branch of the Chicago River.

Paragraph 6½. A subway shall be constructed beneath the Lumber District "Y" track of the Chicago, Burlington and Quincy Railway Company and the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company where said tracks are intersected and crossed by South Western avenue.

Paragraph 7. Subways shall be constructed beneath the Lumber District "Y" tracks of the Chicago, Burlington and Quincy Railway Company which are located immediately east of and parallel with the Chicago Junction Railway from West Twenty-first street to West Twenty-sixth street where said tracks are intersected and crossed by West Twenty-first street, West Twenty-second street, West Twenty-third street, West Twenty-fourth street, West Twenty-fifth street and West Twenty-sixth street.

Paragraph 8. The subway in West Twelfth street shall be revised beneath the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company.

Paragraph 9. As to the subways mentioned in Section 4, Paragraph 3 of this ordinance, the subways in West Fifteenth street, West Sixteenth street, and the passageway in West Eighteenth street shall be constructed jointly by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago Junction Railway Company; said subways shall be constructed by said companies in conjunction with each other, as follows, to-wit: The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall construct all that portion of said subways lying between its right-of-way lines; the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subways lying between its right-of-way lines, and the Chicago Junction Railway Company shall construct all that portion of said subways lying between its right-of-way lines; and said companies shall jointly construct the east and west approaches to said several subways and shall also jointly construct any retaining walls that may be necessary for the purpose of keeping the embankments entirely within their right-of-way lines.

Paragraph 10. As to the subways mentioned in Section 4, Paragraphs 3 and 7 of this ordinance, the subways in West Twenty-first street, West Twenty-second street, West Twenty-third street, West Twenty-fourth street, and West Twenty-fifth street shall be constructed jointly by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Chicago, Burlington and Quincy Railway Company in conjunction with each other as follows, to-wit: The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall construct all that portion of said subways lying between its right-of-way lines; the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subways lying between its right-of-way lines; the Chicago Junction Railway Company shall construct all that portion of said subways lying between its right-of-way lines, and the Chicago, Burlington and Quincy Railway Company shall construct all that portion of said subways

lying between its right-of-way lines; and said companies shall jointly construct the east and west approaches to said several subways and shall also jointly construct the retaining walls that may be necessary for the purpose of keeping the embankments entirely within their right-of-way lines.

Paragraph 11. As to the subways mentioned in Section 4, Paragraphs 3 and 7 of this ordinance, the subway in West Twenty-sixth street shall be constructed jointly and in conjunction with each other by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Chicago, Burlington and Quincy Railway Company.

Paragraph 12. As to the subway mentioned in Section 4, Paragraph 6½ of this ordinance,the subway in South Western avenue shall be constructed jointly by the Chicago, Burlington and Quincy Railway Company and the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company in conjunction with each other as follows, to-wit: The Chicago, Burlington and Quincy Railway Company shall construct all that portion of said subway and the north approach lying north of its south right-of-way line; and the Atchison, Topeka and Santa Fe Railway Company, or its lessee, the Illinois Northern Railway Company, shall construct all that portion oı said subway and the south approach lying south of its north right-of-way line.

Paragraph 13. As to the subway mentioned in Section 4, Paragraph 2 of this ordinance, the subway in Ogden avenue boulevard shall be constructed jointly by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company under its Central Division track, the Chicago Junction Railway Company, the Chicago and Northwestern Railway Company, and the Chicago Terminal Transfer Railroad Company under the main track of its Wisconsin Division. The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company shall construct all that portion of said subway lying between its right-of-way lines; the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subway lying between its right-of-way lines; the Chicago Junction Railway Company shall construct all that portion of said subway lying between its right-of-way line and the Chicago and Northwestern Railway Company shall construct all that portion of said subway lying between its right-of-way line.

And it is distinctly understood that the entire cost and expense of the construction of this subway and the approaches thereto and the removal of the viaduct and existing approaches at this point shall be borne jointly by the said several railway and railroad companies in the ratio of the area of the roadbed occupied by their respective tracks over and above the subway to be constructed in Ogden Avenue boulevard.

Paragraph 14. As to the subway mentioned in Section 4, Paragraph 4 of this ordinance, the subway in South Western avenue shall be constructed jointly by the Chicago and Northwestern Railway Company and the Chicago Terminal Transfer Railroad Company. The Chicago and Northwestern Railway Company shall construct all that portion of said subway and south approach lying south of its north right-of-way lines; and the Chicago Terminal Transfer Railroad Company shall construct all that portion of said subway and north approach lying north of its south right-of-way lines.

Paragraph 15. As to the subway mentioned in Section 4, Paragraph 8 of this ordinance, the subway in West Twelfth street shall be revised and the cost and expense of the revision of this subway shall be borne jointly by the Pittsburgh,

Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company and the Chicago and Northwestern Railway Company in the ratio of the area of the roadbed occupied by their respective tracks over and above the subway in said West Twelfth street.

SECTION 4a. The several subways and the viaduct hereinbefore referred to in Section 4 of this ordinance and which shall be constructed with the elevation upon which such tracks are to be placed, shall as to their size and dimensions, location and other details be in accordance with the following schedule:

Subway in Ogden Avenue Boulevard, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago and Northwestern Railway. (Boulevard, 150 Feet Wide).

This subway shall be constructed in accordance with the plans and specifications agreed upon between the West Chicago Park Commissioners and the above named railroad and railway companies.

Subway in West Fifteenth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, and the Chicago Junction Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 7.78 feet above city datum. This level shall extend to the right-of-way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Sixteenth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, and the Chicago Junction Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 6.28 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Passageway in West Eighteenth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad and the Chicago Junction Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the passageway not less than 5.3 feet above city datum. This level shall extend to the right-of-way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of passageway, 16.0 feet.

Clear head room, 7.5 feet.

Subway in West Twenty-first Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 80 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 7.8 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in West Twenty-second Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 73 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 9.0 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in West Twenty-third Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 9.5 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Twenty-fourth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway at the west right of way lines of said companies not less than 10.98 feet above city datum, thence the floor of said subway shall continue in an easterly direction and may descend on a uniform grade of about 1.0 foot in 100 feet to the east right of way lines of said companies where the elevation of the floor of the subway shall not be less than 9.5 feet above city datum. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Twenty-fifth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad, the Chicago Junction Railway and the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway at the west right of way lines of said companies not less than 12.08 feet above city datum, thence the floor of said subway shall continue in an easterly direction and may descend on a uniform grade of about 1.72 feet in 100 feet to the east right of way lines of said companies where the elevation of the floor of the subway shall not be less than 9.5 feet above city datum. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in West Twenty-sixth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad and the Chicago Junction Railway. (Street, 50 Feet Wide).

There shall be no depression of the street.

The floor of the subway shall be not less than 12.0 feet above city datum.

Width between walls of subway, 50 feet.

Width of roadway, 42 feet in subway.

Width of sidewalk on the north side of street shall be 8.0 feet in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

One line of posts may be placed in curb lines and inside thereof, on the north side of the street, and one line of posts in the center of the roadway to support girders.

Clear head room, 14.5 feet.

Subway in West Twenty-sixth Street, Under the Chicago, Burlington and Quincy Railway. (Street, 50 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor

of the subway not less than 10.43 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into South Western avenue and Blue Island avenue.

Width between walls of subway, 50 feet.

Width of roadway, 42 feet in subway.

Width of sidewalk on the north side of the street 8.0 feet in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of the sidewalk on the north side of the street shall be uniform with the roadway and about one foot above the level of the same, including the sidewalk in South Western avenue. One line of posts may be placed in curb lines and inside thereof, on the north side of the street, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in South Western Avenue, Under the Chicago, Burlington and Quincy Railway and the Atchison, Topeka and Santa Fe Railway, or its lessee, the Illinois Northern Railway. (Street, 66 feet wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 10.43 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Twenty-sixth street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in South Western Avenue, Under the Chicago Terminal Transfer Railroad and the Chicago and Northwestern Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 9.0 feet above city datum. This level shall extend to the right of way lines of said railways on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Fourteenth street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Subway in South Western Avenue, Under the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 12.5 feet above city datum. This level shall extend to the right-of-way lines of said railway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into West Eighteenth street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof, and one line of posts in the center of the roadway to support girders.

Clear head room, 13.5 feet.

Subway in Rockwell Street, Under the Chicago, Burlington and Quincy Railway. (Street, 33 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right of way lines of said railway on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 33 feet.

Width of roadway, 20 feet in subway.

Width of sidewalks, 6.5 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof to support girders.

Clear head room, 12.0 feet.

Revised Subway in West Twelfth Street, Under the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, the Chicago Terminal Transfer Railroad and the Chicago and Northwestern Railway. (Street, 100 Feet Wide).

The floor of the subway shall be elevated so as to make the elevation of the new floor of subway not less than 9.0 feet above city datum. From this level the new approaches to subway shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the original surface of street.

Width between walls of subway and other specifications shall remain the same as prescribed in ordinance passed January 18th, 1897, except that the railway companies may place a line of posts in the center of the roadway to support girders.

Clear head room, 12.5 feet.

Revised Subway in South Washtenaw Avenue, Under the Chicago, Burlington and Quincy Railway. (Street, 66 Feet Wide).

The floor of the subway shall be elevated so as to make the elevation of the new floor of subway not less than 10.5 feet above city datum. From this level the new approaches to subway shall extend on a grade of not to exceed 3.0 feet in 100 feet to a connection with the original surface of street.

Width between walls of subway and other specifications shall remain the same as prescribed in ordinance passed January 24th, 1898, with the exception that clear head room shall be 12.0 feet.

Viaduct in South Western Avenue, North of the North End of the Bridge Across the West Fork of the South Branch of the Chicago River, Over the Depressed Tracks of the Illinois Northern Railway Company.

The depression of the roadbed and tracks of the Illinois Northern Railway Company, as required by Section 1, Paragraph 8a of this ordinance, will render the use and operation of said tracks when so depressed, impractical unless the bridge at South Western avenue shall be raised to a sufficient height above the proposed depressed tracks of said company, so as to prevent any obstruction or interference with the use and operation of such proposed depressed tracks, it is hereby ordered and required that the proposed viaduct over the depressed tracks of the Illinois Northern Railway Company shall have a clear span of twenty-six (26) feet, and that the top of the rail shall be six (6) feet above city datum, and the clearance from top of the rail to the lowest part of the superstructure of the viaduct, sixteen and one-half (16.5) feet.

The elevation of the street level on said viaduct shall be twenty-five (25) feet above city datum, leaving two and one-half (2½) feet for the construction of the viaduct floor and beams.

The north and south approaches shall ascend on a grade of about 3.0 feet in 100 feet to a connection with the north end of the viaduct and south ends of the bridge, including the approach south of the bridge into the soap factory west of South Western avenue.

The roadway in South Western avenue between the foot of the north and south approaches and the roadway of the viaduct and bridge, and the sidewalks for the same distance, and all the work necessary in the construction of the bridge and approaches to make this complete and perfect work, shall be done by said Illinois

Northern Railway Company without cost or expense to the City of Chicago, and in accordance with plans and specifications to be approved by the Commissioner of Public Works of the City of Chicago; said work to be done under the supervision and to the entire satisfaction of said Commissioner of Public Works.

SECTION 4b. The grade of all the streets that intersect the approaches to subways, as described in Section 4a of this ordinance, shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of the approaches connects with the present grade of street, and said vertical curve shall extend not less than twenty (20) feet each side of said intersection of grades, and the middle ordinate of the vertical curve shall be equal to one-half the difference between the elevation of the points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be required for the depression of such subways and the approaches thereto. But the depressed portions of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and other similar substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found shall be replaced or suitable expedients shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by the respective railway and railroad companies as indicated in Section 4a and at their sole expense, except as herein otherwise provided, and if in the construction of any of said subways or approaches it shall become necessary to disturb, remove or destroy any pipes, conduits, wires or other property belonging to any private corporation or individual, all of the cost and expense thereof and all damage thereto shall be borne and assumed by the City of Chicago, and the said city will by condemnation, purchase or otherwise secure to said railway and railroad companies the free and uninterrupted right to prosecute its or their work and will save the said railway and railroad companies harmless from any and all claims, demands and suits arising therefrom and all damages which may be recovered therefrom.

SECTION 6. The grades of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed in accordance with the provisions of this ordinance, along the line of the several subways shall be and the same are hereby changed so as to conform to the grades of such subways as they shall be depressed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several subways wherever the streets are depressed, as provided for in this ordinance, by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways should be below the grade of the adjacent sewer, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said railway and railroad companies at their expense.

SECTION 8, Paragraph 1. The subways and the approaches thereto so to be constructed by said companies, in said streets and avenues aforesaid, wherever the same shall be depressed, shall all conform to the following structural requirements in this section mentioned, namely: The roadways shall be paved with a single course of

vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface, between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound hard limestone or concrete masonry of standard dimensions and finish, and the sidewalks shall be finished and paved with Portland cement concrete of standard quality and workmanship and with the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago.

The approaches to subways shall be excavated to the grades established by this ordinance and shall be in all other respects restored as near as may be to their condition before being so excavated. The paving and sidewalks in subways where streets or avenues are not depressed shall be the same as in the adjoining parts of such streets or avenues, if such paving and sidewalks exist at the time of construction of said subways, if not, whenever such paving and sidewalks shall be provided.

Each of said railway and railroad companies shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars conditioned that said railway and railroad companies shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, the railway and railroad companies hereby agree to keep and maintain said improvement without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned by or through the use of faulty or inferior material or workmanship; provided, however, the railway and railroad companies herein specified shall not be required to keep or maintain any part of said improvement under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago.

If either of said railway or railroad companies shall fail, neglect or refuse to repair, keep and maintain the said work in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from said railway or railroad company, or companies, mentioned in this ordinance.

Paragraph 2. As to the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railway or railroad company, or companies, at their expense, in such portions of said streets as are required to be constructed by said company or companies, except that said railway

or railroad company, or companies, shall not be required to restore any part of the paving of approaches or subways which it is the duty of any street railway company or other corporation itself to restore under existing laws or ordinances.

Paragraph 3. Said company or companies shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said railway or railroad company, or companies, as is mentioned in this ordinance, except that such company or companies shall not be required to pave any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by said proposed elevation, shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages, conform the grade of its track or tracks to the said change of grade of said streets both during and after depressing said streets, and nothing in this ordinance shall operate or be held to relieve such street railway companies from any liability now existing of paving such streets between or on either side of its said tracks in the manner and form as now required.

Paragraph 5. Nothing in this ordinance contained shall be so construed as to require the said railway or railroad companies, or any of them, to assume or pay any damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation, depression or change of grade made in any of the public avenues, streets or alleys, or of the railways of either of said companies, or to defend any suit or suits which may be brought against the said railway or railroad companies, or any of them, or against the City of Chicago, or against any other party or parties for the recovery of any such damages; but it is understood, and the City of Chicago hereby agrees that all such damages, if there are any, shall be adjusted and paid by the City of Chicago and said city will assume the defense of any and all suits brought for the recovery of the same, intervening therein if necessary for such purpose, and will wholly relieve said railway or railroad companies, and each of them, from defending the same, and will assume and pay all judgments recovered therein; provided, however, that each of said companies shall be liable, respectively, for such damage as may arise from the negligent performance by said company or companies, of any of the obligations imposed by this ordinance.

The above stipulations in this paragraph are, however, upon the conditions precedent that in case any suit be brought against said companies, or any of them, said company or companies, will before the last day to plead therein give notice in writing of such suit and service therein to the Mayor and Corporation Counsel of said city for the purpose of enabling such defense to be made by the city.

Paragraph 6. Said railway and railroad company, or companies, and any contractor employed by it, or them, in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

Section 9. All the work hereinbefore in this ordinance required to be done by said company, or companies, upon or in connection with the public avenues and streets of the city shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of

Public Works for his examination, and if found to be in accordance with the provisions of this ordinance in so far as this ordinance contains specific provisions, and in the absence of such specific provisions, if they shall be satisfactory to the Commissioner of Public Works in regard to matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 10. Permission and authority are hereby given to said companies, or either of them, whenever the same shall be necessary in the prosecution of the work they are herein authorized or required to perform to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works; and they are also hereby authorized whenever the same shall become necessary to erect and maintain temporary structures and false work on any of said streets and avenues during the construction of their said elevated railroads subject to the like approval of said Commissioner of Public Works.

SECTION 11. When the said several railroads in Section 1 of this ordinance shall have elevated their respective tracks in accordance with this ordinance, so that the same shall be ready for use, then and thereupon all provisions of the ordinances of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, the ringing of locomotive bells, the use of train or engine lights, the sounding of signals before starting trains, and the maintenance of gates, flagmen, watchmen, signals and signal towers, shall cease to be applicable to said railroads; provided, however, this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person, or persons, save employes of said companies, or either of them, in the discharge of their duties, to enter or be upon or to walk along or across the said elevated structure or roadway at any place. If any person shall willfully trespass upon said elevated roadway, such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one hundred dollars for each and every offense.

SECTION 12. In consideration of the acceptance of this ordinance by said railway and railroad companies, and of the agreement by each of said companies to do and perform all the obligations imposed upon it by this ordinance; and in further consideration of the benefits derived and to be derived by said City of Chicago from this ordinance: and in further consideration of the agreement on the part of the Chicago, Burlington and Quincy Railway Company to revise the subway in South Washtenaw avenue in accordance with description in Section 4a of this ordinance; and in further consideration of the agreement on the part of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, and the Chicago and Northwestern Railway Company to revise the subway in West Twelfth street in accordance with description in Section 4a of this ordinance; and the further agreement on the part of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago and Northwestern Railway Company and the Chicago Junction Railway Company to remove in accordance with Section 1, Paragraph 14, of this ordinance, the viaduct now located in Ogden Avenue boulevard, and to build and construct in lieu thereof, without cost or expense to the City of Chicago, a subway as provided for in said Ogden Avenue

boulevard, as described in Section 4a of this ordinance, the said City of Chicago on its part undertakes and agrees that upon the lines of railroad described in Paragraphs one (1), two (2), three (3), four (4), four a (4a), five (5), six (6), seven (7) and eight (8), of Section 1 of this ordinance, if it shall at any time require a crossing at any street or streets, avenue, alley or publicway for which no subway is provided in the schedule of subways contained in this ordinance, or shall open, lay out or extend any streets, avenues, alley or publicway across the right-of-way, yards or land of any said companies, between South California avenue and Robey street under the tracks of the Chicago, Burlington and Quincy Railway Company; and between West Taylor street and the South Branch of the West Fork of the Chicago River under the tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Lumber District track and Rockwell Street "Y" track of the Chicago, Burlington and Quincy Railway Company; and between West Taylor street and Robey street under the main track of the Chicago Terminal Transfer Railroad Company, such crossings shall be made by subways only and no claim for compensation on account of land taken for right of way of said streets, avenue, alley or publicway shall be made by the railway or railroad company, or companies whose right-of-way, yards or lands are to be crossed, and such waiver of compensation shall attach to and run with such land in the hands of any grantee or grantees of such railway or railroad company, or companies, but the sole cost and expense of the construction of such subway or subways, and of such bridge or bridges, as may be necessary to carry all of the tracks on any of such companies' right-of-way, yards and lands over such subways shall be borne and paid for by the City of Chicago without expense to any of said railway or railroad companies mentioned in this ordinance; and in no case shall any such bridge or bridges, subway or subways so to be built be inferior in any respect to the bridges and subways to be built by said railway and railroad companies under the terms of this ordinance. Such bridges or subways so to be built at the expense of said city shall conform in all respects to the general form and quality of material of the bridges and subways provided for in this ordinance to be built at the expense of said railway and railroad companies, or any of them, except as to such changes in the details thereof as may be agreed upon by the City Engineer of the City of Chicago and the Chief Engineer of said railway and railroad company, or companies. The work of such construction shall be done by the railway and railroad company, or companies, and the amount to be paid by the City of Chicago for such work and construction shall not exceed the actual and reasonable cost thereof. Such bridges, respectively, shall support all the tracks of said company then existing and in use across the proposed streets, avenues, alleys or publicways at the time of the construction of such subway across such right-of-way, yards or lands of any of said companies, but none of said railway or railroad companies shall be required to do any work towards the construction of any such subway or subways until the cost thereof as may be estimated by the City Engineer and Chief Engineer of said railway or railroad company, or companies, shall have been first paid over to such railway or railroad company, or companies, or deposited in some responsible bank for its or their benefit and to be paid over to such railway or railroad company, or companies, at once upon the completion of said work. The grade of the roadbed and tracks of said company or companies shall be and remain at the grade hereinbefore specified.

Section 13. The elevation of the roadbeds and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago, Burlington

and Quincy Railway Company's Lumber District track and Rockwell Street "Y" track, as required by the provisions of this ordinance, and the use and operation of said tracks when so elevated being impracticable unless and until the roadbed and tracks of the elevated railway built by the Metropolitan West Side Elevated Railway Company which elevated railway crosses above the roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago, Burlington and Quincy Railway Company's Lumber District track and Rockwell Street "Y" track between Twentieth Street and Twenty-first street shall be raised at the crossing to a sufficient height above the proposed elevated tracks of said companies to prevent any obstruction to or interference with the construction, maintenance, use and operation of such proposed elevated tracks, said Metropolitan West Side Elevated Railway Company is hereby ordered and required to elevate the plane of the roadbed and tracks of its elevated railway at the crossing aforesaid, to such a height above the roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Chicago, Burlington and Quincy Railway Company's Lumber District track and the Rockwell Street "Y" track when raised to the elevation herein required, that there shall be a minimum clearance of headway of not less than twenty (20) feet between the proposed elevated tracks of said last named railway companies at the lowest part of the overhead structure of said Metropolitan West Side Elevated Railway Company--the tracks of said elevated railway company on each side of said crossing to be adjusted to connect with the tracks laid upon the overhead structure at said crossing in such a manner and using such gradients as said elevated railway company may deem proper.

Said Metropolitan West Side Railway Company shall begin the work of elevating its roadbed and tracks at said crossing within thirty (30) days after said Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, and the Chicago, Burlington and Quincy Railway Company shall have notified said Metropolitan West Side Elevated Railway Company that they are ready at said point of crossing to commence the work of elevating its tracks herein ordered and required. The work of such elevation by said Metropolitan West Side Elevated Railway Company shall be fully and finally completed within ninety (90) days after the expiration of the thirty days mentioned in said notice herein provided to be given to it by said above mentioned railway company; and in case of a failure or default on the part of said Metropolitan West Side Elevated Railway Company, its successors or assigns, to complete the work of such elevation within the period of ninety (90) days, said Metropolitan West Side Elevated Railway Company shall pay the City of Chicago as assessed, agreed and liquidated damages, the sum of two hundred ($200.00) dollars per day for each and every day that said default shall continue, and such elevation of the structure and tracks of said Metropolitan West Side Elevated Railway Company shall remain unfinished and incomplete, it being agreed that said sum of two hundred ($200.00) dollars per day is not a penalty but is the actual amount of damage that will be sustained by the City of Chicago through any such default on the part of said Metropolitan West Side Elevated Railway Company. But the foregoing provision in relation to the payment of said damage shall not be in any way held to interfere with the rights to be derived by the city under the provisions contained in Section 14 of this ordinance, but shall be deemed and construed as an additional remedy in behalf of

the city in case of default on the part of the Metropolitan West Side Elevated Railway Company. The time of delay, if any, occasioned by strikes, riots, or unavoidable accidents shall be added to the ninety (90) days above provided for the completion of said work.

SECTION 14. The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company and the Chicago, Burlington and Quincy Railway Company who are required to elevate their tracks, shall commence the work of such elevation after the Metropolitan West Side Elevated Railway Company's elevated road shall be raised at the crossing of that road over the proposed elevated tracks of the above named companies to the elevation required by Section 13 of this ordinance; provided this ordinance shall have been accepted by the said above mentioned railway and railroad companies hereby required to elevate their tracks.

After such work has been commenced the same shall be fully and finally completed on or before the 31st day of December, A. D. 1909, unless prevented by strike or strikes, or restrained by injuction or other order or process of a court of competent jurisdiction. The time during which said railway and railroad companies shall be prevented by strike or strikes, or legal proceedings, as aforesaid, shall be added to the time hereby limited for the completion of said work; provided said railway and railroad company, or companies give notice in writing to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction and restraining order and for any other proper order in such suit.

SECTION 15. Each of the railway and railroad companies mentioned in this ordinance which are hereby required to elevate their roadbeds and tracks shall fully and finally complete said work of elevation on or before the thirty-first day of December, A. D. 1909, unless prevented by strikes or riots or restrained by injunction or other order or process of a court of competent jurisdiction. The time during which said companies shall be prevented by strike or strikes, riot or riots, or legal proceedings as aforesaid, shall be added to the time hereby limited for the completion of said work, provided said railway and railroad company, or companies, give notice to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction and restraining order and for any other proper order in such suit.

And it is further distinctly understood and agreed that if said railway and railroad companies, or either of them, shall be delayed in the prosecution of the said work required to be done under the provisions of this ordinance, by reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals, as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or any of its officers in performing the duties imposed upon the city and its officers by this ordinance in respect to the work herein required to be done by said railway and railroad companies respectively, then and in that case the time which said railway and railroad companies, or either of them, shall be so delayed shall be added to the time during which said companies

are required by the terms of this ordinance to complete said work.

SECTION 16. Each of said companies which are required by this ordinance to elevate its tracks, including the Metropolitan West Side Elevated Railway Company, shall do its portion of the work in accordance with the terms hereof in apt and proper time, so as not to interfere with the proper and orderly prosecution of such work as a whole. Should any of said companies fail or neglect so to prosecute its or their work, the Commissioner of Public Works shall have and is hereby given the right, power and authority to give ten (10) days' notice in writing to such delinquent company, or companies, to prosecute such work. If any such company or companies shall fail or neglect to comply with said notice the Commissioner of Public Works may take charge of and cause such work to be done and the expense thereof shall thereupon be paid by such delinquent company, or companies. Any time during which either of said companies may be prevented by delay of the other of said companies shall be added to the total time allowed to the company so delayed for the completion of its own work.

SECTION 17. The consideration of the rights and privileges hereby granted to the Chicago, Burlington and Quincy Railway Company are upon the conditions that said railway company shall within three months after the passage of this ordinance procure and dedicate for the purpose of a public street the following described property, to-wit:

That part of Lots twenty (20) to twenty-six (26), both inclusive, of Block three (3), of Johnson's Subdivision of the north half (N. ½) of the west half (W. ½) of the southwest quarter (S. W. ¼), Section nineteen (19), Township thirty-nine (39) North, Range fourteen (14) east of the Third (3d) Principal Meridian, lying north of and adjoining a straight line drawn from a point in the east line of South Western avenue to a point of intersection with the south line of West Eighteenth street sixty-six (66) feet southeasterly of and at right angles and parallel to the southeasterly line of the Chicago, Burlington and Quincy Railway Company's right-of-way.

Also that part of Lots ten (10) and eleven (11) in Sub-block two (2), in the Subdivision of Block one (1) of Walker's Douglas Park Addition in Section twenty-four (24), Township thirty-nine (39) North, Range thirteen (13) east of the Third (3d) Principal Meridian, lying south of and adjoining a straight line drawn from a point in the west line of South Western avenue to a point of intersection with the north line of West Eighteenth street sixty-six (66) feet northwesterly of and at right angles and parallel to the northwesterly line of the Chicago, Burlington and Quincy Railway Company's right-of-way.

In case the said Chicago, Burlington and Quincy Railway Company shall be unable to purchase said property, or any part thereof described in this section, at a price deemed by said railway company to be reasonable, then the same shall be condemned by the City of Chicago for street purposes and the compensation and damages awarded in such proceedings, including court costs, and all other expense of litigation that may be incurred in such condemnation proceedings shall be paid by said Chicago, Burlington and Quincy Railway Company, and said Chicago, Burlington and Quincy Railway Company shall have the right to take part in said condemnation proceedings in behalf of the city by counsel especially employed by it and shall have the right to have all witnesses that it may name called to testify in said condemnation proceedings.

SECTION 18. Nothing in this ordinance named or contained shall be so construed as to prevent said railway or railroad companies, or either of them, from locating

and constructing the abutments which form the walls of the subways at a sufficient distance back from the building or lot line of the streets, boulevards or avenues for the purpose of constructing and maintaining in the spaces or recesses so left between said abutments and said building lines station buildings with all necessary ticket offices and waiting rooms, or other buildings fronting on said streets, boulevards or avenues uniform with the said building lines thereof, and entirely within the lines limiting and bounding the right-of-way of said railway or railroad companies, or either of them, and for the further purpose of constructing and maintaining within said lines, stairways and approaches leading to and from said station buildings to the elevated platform and tracks above the same for the accommodation and convenience of the passenger traffic of said railway and railroad companies, or for any other purpose in connection with the efficient maintenance and operation of the lines. And any and all portions of any streets, alleys or avenues extending into or across or along any of said lines of railway within the limits hereinbefore provided for any elevation of the roadbed and tracks of any of the railways mentioned in this ordinance, except the streets and avenues enumerated and specified in Section 4a under the head of schedule of subways, and in which subways are required to be constructed, shall be and the same are hereby discontinued and vacated underneath the elevated roadbeds and tracks in this ordinance described and within the limits of the right-of-way of any of said railway companies; and the City of Chicago shall at any time take any proceedings essential to perfect and effectuate such vacations.

SECTION 19. This ordinance shall take effect from and after its passage, approval and publication; provided, however, that it shall be null and void except as to such of the said several railway companies which are in this ordinance permitted and required to elevate their railway tracks, who shall through their duly authorized officers file with the City Clerk of the City of Chicago within ninety (90) days from the passage and approval by the Mayor of this ordinance, their agreement or agreements duly executed, whereby they shall undertake to do and perform all the matters and things required of them respectively by this ordinance. After the filing of such agreement or agreements, by the said several railway and railroad companies, or any of them, this ordinance shall not be materially modified or amended as to the said companies which shall have filed their said agreement or agreements, unless such company or companies shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement.

The failure or default of any of said companies to file such agreement or agreements within the time herein limited shall not avoid or impair any of the rights hereunder of the several railway and railroad companies which shall have filed their agreement or agreements as hereinabove provided, so long as they shall perform the matters and things expressly required of them by this ordinance. Nothing in this ordinance contained shall be a waiver or surrender of the police power of the city or be taken in any way to deprive the city of the right to properly exercise such power.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last preceding meeting of the Council: acceptance and bond of Armour & Co., under ordinance of October 22, 1906, for a switch track; acceptance and bond of Hannah & Hogg, under ordinance of October 15, 1906, for a canopy; and acceptance and bond of Link Belt Co., under ordinance of October 22, 1906, for a switch track; which was

Placed on file.

ALSO,

A petition from certain property own-

ers and residents in the neighborhood of La Salle and North avenues for the removal of certain signboards now erected at the corners of La Salle avenue, Clark street, and North avenue, which was

Referred to the Committee on Judiciary.

ALSO,

A communication from the Chicago Historical Society protesting against the erection of iron posts and overhead electric wires in Dearborn avenue, which was

Placed on file.

ALSO,

The petitions of Hugh Daly and John Hafer for compromise settlement of suit against city for damages to property on account of the lowering of viaduct in Thirty-fifth street; and the claim of John Shaw for damages on account of blasting for 39th street intercepting sewer; which were

Referred to the Committee on Finance.

ALSO,

The draft of an ordinance concerning billboards, etc., presented by D. J. Evans, District Organizer, Brotherhood of Painters, Decorators and Paperhangers of America.

Ald. Dever moved to defer consideration thereon temporarily.

The motion prevailed.

CITY COMPTROLLER.

The Comptroller presented a communication transmitting a statement of the financial condition of the city on September 29, 1906, together with the revenue and expense for the period commencing September 1 and ending September 29, 1906, which was

Placed on file.

COMMISSIONER OF PUBLIC WORKS.

The Commissioner of Public Works presented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, November 12, 1906.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In Warner avenue, from Milwaukee avenue eastward; size, 8 inches; probable cost, including hydrants and basins, $562.50; pays 10 cents.

In north side of Humboldt boulevar,d from Whipple street to 160 ft. westward; size, 6 inch; probable cost, including hydrants and basins, $262.50: pays 19 cents.

In Rockwell street, from 24th street to 26th street; size, 8 inch; probable cost, including hydrants and basins, $1,950; pays 10 cents.

In Avenue J, from 103d street southward 300 feet; size, 8 inch; probable cost including hydrants and basins, $465; pays 10 cents.

In Foster avenue, from Claremont avenue westward; size, 6 inch; probable cost, including hydrants and basins, $250.

In Foster avenue, from Claremont avenue 75 feet westward; pays 10 cents.

In Foster avenue, 75 feet of Claremont avenue, westward 125 feet; recommended for circulation by Engr. W. P. Ext'n.

Fifty-ninth street, from alley east of Oakley avenue westward 140 feet; size, 8 inch; probable cost, including hydrants and basins, $210; pays 12 cents.

In Avenue J, from 375 feet north of 105th street to 104th street; size, 8 inch; probable cost, including hydrants and basins, $300; pays 10 cents.

In Washington boulevard, from Willow

avenue westward 165 feet; size, 6 inch; probable cost, including hydrants and basins, $206.25; pays 10 cents.

In Eightieth place, from Commercial avenue to Exchange avenue; size 8 inch; probable cost, including hydrants and basins, $450.00; pays 23 cents.

In Honore street, from 70th street southward 462 feet; size, 8 inch; probable cost, including hydrants and basins, $693; pays 12 cents.

Respectfully,

WM. L. O'CONNELL,

Commissioner of Public Works.

Ald. Hunter moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

CITY COLLECTOR.

The City Collector presented a report containing a list of societies to whom "bar permits" were issued under the ordinance of June 11, 1906, since the last regular meeting of the Council, which was

Placed on file.

CITY PHYSICIAN.

The City Physician presented a report for the month ending October 31, 1906, which was

Placed on file.

BOARD OF EDUCATION.

The Board of Education submitted a request to acquire property adjoining the Knickerbocker School premises, and a request for an additional appropriation of $120,000 for the completion of the Lyman Trumbull Manual Training High School building, which were

Referred to the Committee on Schools.

ALSO,

A request for an appropriation of $8,000 for the erection of a gymnasium in connection with a new building now being constructed on the Francis Scott Key School site.

In connection with the foregoing, Ald. Zimmer presented an order authorizing the appropriation as requested, and moved to pass the order.

The motion prevailed and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the sum of $8,000.00 be and the same is hereby appropriated for the erection of a gymnasium in connection with the new school building in course of construction on the Francis Scott Key School site, and the City Comptroller is authorized and directed to set aside the said sum of $8,000.00 from the unappropriated balance of the building account for the erection of said gymnasium.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a list of assessment rolls filed in the County Court November 2, 1906, which was

Placed on file.

ALSO,

The following report, which was, on motion of Ald. Brennan, ordered published and placed on file:

BOARD OF LOCAL IMPROVEMENTS,
November 7th, 1906.

Honorable Edward F. Dunne, Mayor, and and Members of the City Council:

GENTLEMEN—In accordance with the provisions of the statute, we herewith submit a report of the condition of the streets paved within the last three years.

Respectfully,

BOARD OF LOCAL IMPROVEMENTS,

Per JOHN A. MAY,

Secretary.

Cedar street, from Austin avenue to Waller street; asphalt. Standard Pav. Co., contractor. In good condition—E. Wilkinson.

Chicago avenue, from Ashland avenue to Western avenue; asphalt. R. F. Conway Co., contractor. Needs surface repairs—E. Wilkinson.

Chicago terrace, from Harding avenue to 40th avenue; macadam. Jas. A. Sackley, contractor. In good condition—E. Wilkinson.

Centre avenue, from Milwaukee avenue to Chicago and Northwestern Railway; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Columbia street, from Leavitt street to Milwaukee avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Dunning street, from Humboldt avenue to 205 feet west of Sawyer avenue; asphalt. Jos. Hanreddy, contractor. In good condition—E. Wilkinson.

Drake avenue, from Ohio street to Chicago avenue; asphalt. I. Jaicks, contractor. Needs surface repairs—E. Wilkinson.

Drake avenue, from Fullerton avenue to Milwaukee avenue; asphalt. Jos. Hanreddy, contractor. Needs surface repairs—E. Wilkinson.

Elizabeth street, from Austin avenue to Grand avenue; macadam. Jno. P. Agnew, contractor. In good condition—E. Wilkinson.

Emma street, from Ashland avenue to Noble street; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Erie street, from Centre avenue to Austin avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs combined curb and gutter and surface repairs—E. Wilkinson.

Evergreen avenue, from Leavitt to Milwaukee avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Dickens street, from Ballou street to Hamlin avenue; asphalt. Jos. Hanreddy, contractor. Needs surface repairs—E. Wilkinson.

Francisco avenue, from Diversey avenue to Avondale avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Fry street, from Centre avenue to Noble street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Front street, from Elston avenue to Sangamon street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Peoria street, from Milwaukee avenue to Kinzie street; asphalt. Barber Asphalt paving Co., contractor. In good condition—E. Wilkinson.

Pratt street, from Morgan street to Sangamon street; asphalt. R. F. Conway Co., contractor. Needs opening repairs—E. Wilkinson.

Pleasant place, from Western avenue to Leavitt street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Richmond street, from Milwaukee avenue to Wellington street; macadam. Jas. A. Sackley, contractor. In good condition—E. Wilkinson.

Ridgeway avenue, from North avenue

to Potomac street; asphalt. Jos. Hanreddy, contractor. In good condition—E. Wilkinson.

Rose street, from Chicago avenue to Cornell street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Grand avenue, from Noble street to Paulina street; brick. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Haddon avenue, from Ashland avenue to Milwaukee avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Harding street, from Chicago avenue to Augusta street; asphalt. Barber Asphalt Paving Co., contractor. Needs combined curb and gutter repairs—E. Wilkinson.

Hermitage avenue, from Division street to Chicago avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs combined curb and gutter repairs—E. Wilkinson.

Hoyne avenue, from Division street to North avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs combined curb and gutter repairs—E. Wilkinson.

Hoyne avenue, from Grand avenue to Rice street; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Iowa street, from Rockwell street to Western avenue; asphalt. Standard Paving Co., contractor. In good condition—E. Wilkinson.

Kinzie street, from 52d avenue to Pine street; macadam. Jas. A. Sackley, contractor. In good condition—E. Wilkinson.

LeMoyne avenue, from Homan avenue to Central Park avenue; asphalt. R. F. Conway Co., contractor. Needs combined curb and gutter repairs—E. Wilkinson.

Leavitt street, from Division street to North avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs combined curb and gutter repairs—E. Wilkinson.

Le Moyne avenue, from Robey street to Leavitt street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Lincoln avenue, from Division street to Milwaukee avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Lincoln avenue, from Washington boulevard to Grand avenue; macadam. R. F. Conway Co., contractor. Needs surface repairs—E. Wilkinson.

McReynolds street, from Wood street to Ashland avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Marion court, from Division street to Ellen street; rock asphalt. Pugh, contractor. In good condition—E. Wilkinson.

Marshfield avenue, from Ohio street to Grand avenue; asphalt. Jos. Hanreddy, contractor. In good condition—E. Wilkinson.

May street, from Grand avenue to Kinzie street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

May street, from Chicago avenue to Cornell street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Milwaukee avenue, from North avenue to Powell street; asphalt. R. F. Conway Co., contractor. Needs surface repairs—E. Wilkinson.

Monticello avenue, from Chicago avenue to LeMoyne avenue; asphalt. R. F. Conway Co., contractor. Needs combined curb and gutter repairs—E. Wilkinson.

Morgan street, from Milwaukee avenue to Chicago avenue; asphalt. R. F. Conway Co., contractor. Needs opening repairs—E. Wilkinson.

Morgan street, from Milwaukee ave-

nue to Kinzie street; asphalt. Joseph Duffy, contractor. In good condition—E. Wilkinson.

Noble street, from 30 feet south of Kinzie street to Milwaukee avenue; brick. R. F. Conway Co., contractor. Needs surface repairs—E. Wilkinson.

Noble street, from North avenue to Milwaukee avenue; asphalt. R. F. Conway Co., contractor. Needs surface repairs—E. Wilkinson.

Ohio street, from Union street to Centre avenue; asphalt. Barber Asphalt Paving Co. Needs surface repairs—E. Wilkinson.

Ohio street, from Robey street to Ashland avenue; asphalt. I. Jaicks, contractor. Needs combined curb and gutter and surface repairs—E. Wilkinson.

Ohio street, from Waller street to Pine; macadam. Am. C. St. Co., contractor. In good condition—E. Wilkinson.

O'Brien street, from Grand avenue to Wabansia avenue; macadam. Jas. A. Sackley, contractor. In good condition—E. Wilkinson.

Ohio street, from Kedzie avenue to Franklin street; asphalt. I. Jaicks, contractor. In good condition—E. Wilkinson.

Ogden avenue, from Washington to Randolph street; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

N. Paulina street, from Kinzie street to North avenue; asphalt. Barber Asphalt paving Co., contractor. Needs combined curb and gutter repairs—E. Wilkinson.

Alma street, from Chicago avenue to Augusta street; asphalt. Standard Paving Co., contractor. In good condition—E. Wilkinson.

Armour, from Austin to Kinzie; asphalt. Parker-Washington Co., contractor. In good condition—E. Wilkinson.

Ayers court, from Huron street to Chicago avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Augusta street, from Western avenue to Leavitt street; macadam. Union Paving Co., contractor. Needs surface repairs—E. Wilkinson.

Augusta street, from Robey street to Milwaukee avenue; asphalt. R. F. Conway Co. contractor. Needs combined curb and gutter and surface repairs—E. Wilkinson.

Austin avenue, from Jefferson street to Paulina street; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Ballou street, from Fullerton to Wellington; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Berlin street, from Western avenue to Leavitt street; macadam. Jas. Sackley Co., contractor. In good condition—E. Wilkinson.

Belden, from Kimball to Central Park; asphalt. R. F. Conway Co., contractor. Needs opening repairs—E. Wilkinson.

Bickerdike, from Chicago avenue to Grand avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Campbell, from Chicago avenue to Division street; macadam. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Carpenter street, from Chicago avenue to C. & N. W. Ry.; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Central avenue, from Chicago avenue to Thomas street; asphalt. Jos. Hanreddy, contractor. In good condition—E. Wilkinson.

Sangamon street, from Austin to Ohio street; brick. Citizens' Construction Co., contractor. In good condition—E. Wilkinson.

Sangamon street, from Milwaukee avenue to 131 feet south of Chicago avenue;

asphalt. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Sacramento avenue, from Humboldt to Wellington; macadam. Jas. A. Sackley, contractor. Needs surface repairs—E. Wilkinson.

Sinnott place, from Centre to Elizabeth; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Smalley court, from Fullerton avenue to Wrightwood avenue; asphalt. Jos. Hanreddy, contractor. Needs surface repairs—E. Wilkinson.

Superior street, from May street to Centre avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. Wilkinson.

Superior street, from Noble street to Western avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs surface repairs—E. Wilkinson.

Tell place, from Ashland avenue to Milwaukee avenue; asphalt. R. F. Conway Co., contractor. In good condition —E. Wilkinson.

Whipple street, from Humboldt boulevard to Avondale avenue; macadam. D. & S. Co., contractor. Needs surface repairs—E. Wilkinson.

Wood street, from Kinzie street to North avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs combined curb and gutter, and surface repairs—E. Wilkinson.

Forty-first avenue, from Belle Plaine avenue to Elston avenue; asphalt. Jos. Hanreddy, contractor. Needs combined curb and gutter, and surface repairs—E. Wilkinosn.

Forty-first court, from North avenue to Armitage avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs combined curb and gutter, and surface repairs—E. Wilkinson.

Forty-eighth avenue, from North avenue to Chicago avenue; macadam. Union, contractor. In good condition—E. Wilkinson.

Fifty-first avenue, from Kinzie street to Chicago avenue; macadam. Union, contractor. Needs surface repairs—E. Wilkinson.

Fifty-first court, from Chicago avenue to Augusta street; asphalt. Standard Paving Co., contractor. In good condition—E. Wilkinson.

Fifty-second avenue, from Chicago avenue to Chicago and North Western Railway; brick. R. F. Conway Co., contractor. Needs surface repairs—E. Wilkinson.

Alley, from Ohio and Indiana streets to Franklin and Prairie avenues; brick. R. F. Conway Co., contractor. In good condition—E. Wilkinson.

Alley, first west of Milwaukee avenue between Lull court and Wood street; brick. Jas. A. Sackley Co., contractor. In good condition—E. Wilkinson.

Alley, from Green street to Peoria street, between Grand avenue and Austin avenue; brick. Citizens' Con. Co., contractor. In good condition—E. Wilkinson.

Austin avenue (system); macadam. D. & S. Co., contractor. In good condition—E. Wilkinson.

Bernard street (system). Needs surface repairs—E. Wilkinson.

Ceylon avenue (system). Needs surface repairs—E. Wilkinson.

Woodard street (system). Needs combined curb and gutter, and surface repairs—E. Wilkinson.

Archer avenue, from Canal street to Ashland avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Avers avenue, from 16th street to Ogden avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Barber street, from Canal street to Halsted street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs —P. J. O'Donnell.

Calumet avenue, from 31st street to 33d street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Calumet avenue, from south of 35th street to 37th street; asphalt. R. F. Conway Co., contractor. Needs repairs —P. J. O'Donnell.

Calumet avenue, from 33d street to 35th street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Centre avenue, from 12th street to 14th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Clifton Park avenue, from Ogden avenue to 26th street; macadam. Jas. A. Sackley, contractor. Needs repairs—P. J. O'Donnell.

Dearborn street, from 26th street to 33d street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Elmwood avenue, from 37th street to 38th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Forrest avenue, from 31st street to 33d street; macadam. Union, contractor. Needs repairs—P. J. O'Donnell.

Graves court, from Cottage Grove avenue to 33d street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Indiana avenue, from 18th street to 39th street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Indiana avenue, from 12th street to 16th street; Novac. McGovern, contractor. Needs repairs—P. J. O'Donnell.

Johnson street, from 16th street to 18th street; asphalt. Jos. Hanreddy, contractor. In good condition—P. J. O'Donnell.

Johnson street, from Taylor street to 16th street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Kroll street, from 23d street to first alley west of 25th street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Laflin street, from 12th street to 22d street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

La Salle street, from Van Buren street to Harrison street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Leavitt street, from 34th street to 37th street; macadam. John P. Agnew, contractor. In good condition—P. J. O'Donnell.

Lomax place, from 5th avenue to Franklin street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Loomis street from 25th street to 31st street; macadam. Union Paving Co., contractor. In good condition—P. J. O'Donnell.

Madison street, from State street to Michigan avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Morgan street, from 18th street to 22d street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Morgan street, from 12th street to 15th street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Newberry avenue, from Taylor street to 16th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Ogden avenue, from 12th street to Western avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Prairie avenue, from 16th street to

20th street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Prairie avenue, from 20th street to 22d street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Prairie avenue, from 33d street to 39th street; macadam. Union Paving Co., contractor. In good condition—P. J. O'Donnell.

Princeton avenue, from 26th street to 31st street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Rhodes avenue, from 31st street to 33d street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Sacramento avenue, from 24th street to 26th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Sawyer avenue, from 12th street to Douglas boulevard; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Sawyer avenue, from 26th street to 27th street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Sherman street, from Van Buren street to Harrison street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Sherman street, from Polk street to Harrison street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Spaulding avenue, from Ogden avenue to 21st street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Spaulding avenue, from 26th street to 30th street; asphalt. Standard Paving Co., contractor. In good condition—P. J. O'Donnell.

Springfield, from 26th to 28th; macadam. Union Paving Co., contractor. In good condition—P. J. O'Donnell.

St. Louis avenue, from 26th street to 31st street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Throop, from 18th street to 22d street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Throop street, from Taylor street to 15th street; asphalt. Jos. Hanreddy, contractor. In good condition—P. J. O'Donnell.

Turner, 26th street to 28th street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Union street, from 16th to 22d; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Union avenue, from 26th street to 33d street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Vincennes avenue, from Cottage Grove to 39th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Vernon avenue, from 29th street to 31st street; asphalt. Barber Asphalt Paving Co., contractor. In good condition —P. J. O'Donnell.

Wabash avenue, from 22d street to 35th street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Waller street, from 12th street to 14th street; asphalt. Parker-Washington Co., contractor. In good condition — P. J. O'Donnell.

Fifth avenue, from 26th street to 33d street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Twelfth place, from Homan avenue to St. Louis avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Twelfth place, from Canal street to

Jefferson street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Twelfth street, from Michigan to Indiana; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Twelfth place, from Jefferson street to Halsted street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Thirteenth place, from Homan avenue to Central Park; macadam. Union Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Thirteenth street, from Waller street to Laflin street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Thirteenth street, from Halsted street to Jefferson street; brick. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Thirteenth street, from State street to Indiana avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Fourteenth street, from Wabash avenue to Indiana avenue; asphalt. R. F. Conway Co., contractor. Needs repairs. —P. J. O'Donnell.

Fourteenth place, from Canal street to Halsted street; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Nineteenth street, from Union to Laflin; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Nineteenth street, from Western avenue to Laflin; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Twentieth street, from Halsted street to Centre avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Twentieth street, from Wabash avenue to Archer avenue; brick. Citizens' Construction Co., contractor. Needs repairs —P. J. O'Donnell.

Twentieth street, from Wabash avenue to Indiana avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Twenty-first street, from California to Marshall boulevard; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Twenty-first place, from Rockwell street to Washtenaw avenue; brick. Citizens' Construction Co., contractor. Needs repairs—P. J. O'Donnell.

Twenty-second place, from Wentworth avenue to Archer avenue; asphalt. R. F. Conway Co., contractor—In good condition—P. J. O'Donnell.

Twenty-second street, from Blue Island avenue to Western avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Twenty-third street, from State street to Canal street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Twenty-third street, from State street to Wabash avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Twenty-fourth street, from State street to first alley west of Armour; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Twenty-fourth place, from La Salle street to Butler street. R. F. Conway Co., contractor. In good condition —P. J. O'Donnell.

Twenty-fifth street, from Wabash avenue to 110 feet west of Armour; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Twenty-eighth street, from State street to Michigan; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Thirtieth street, from Lake Park to South Park; asphalt. R. F. Conway

Co., contractor. In good condition—P. J. O'Donnell.

Thirtieth street, from Prairie avenue to State street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Thirty-first street, from Lake Park to State street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Thirty-first place, from Morgan street to Auburn street; asphalt. Jos. Hanreddy. Needs repairs—P. J. O'Donnell.

Thirty-third street, from Halsted street to C. R. I. & P.; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Thirty-third street, from South Park to Cottage Grove; asphalt. Jos. Hanreddy, contractor. In good condition—P. J. O'Donnell.

Thirty-third place, from Cottage Grove avenue to Rhodes avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Thirty-fourth street, from Rhodes avenue to South Park avenue; asphalt. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Thirty-sixth place, from State street to Indiana avenue; asphalt. R. F. Conway Co., contractor. In good condition —P. J. O'Donnell.

Thirty-seventh place, from Vincennes avenue to Grand boulevard; macadam. Jas. A. Sackley Co., contractor. Needs repairs—P. J. O'Donnell.

Thirty-seventh street, from State street to Grand boulevard; macadam. Union Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Thirty-seventh street, from Vincennes avenue to Cottage Grove avenue; macadam. Union Paving Co., contractor. Needs repairs—P. J. O'Donnell.

Forty-second avenue, from Ogden avenue to 500 feet south of Ogden avenue; macadam. Union Paving Co., contractor. In good condition—P. J. O'Donnell.

Alley south of South Water street, between Clark street and Dearborn street; granite. Citizens Construction Co., contractor. In good condition—P. J. O'Donnell.

Alley, between 12th street and 13th street and between Michigan avenue and Indiana avenue; brick. Citizens' Construction Co., contractor. Needs repairs —P. J. O'Donnell.

Alleys, north and south between Wabash avenue and Michigan avenue, and alleys east and west between 21st street and 22d street; brick. Jas. A. Sackley, contractor. In good condition—P. J. O'Donnell.

Alley, between 14th street and 16th street and between Michigan avenue and Wabash avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Alley, between 13th street and 14th street and between Indiana avenue and Michigan avenue; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between 21st street and 22d street and between Wabash avenue and Michigan avenue; brick. Citizens Construction Co., contractor. In good condition—P. J. O'Donnell.

Alley, north and south, between 20th street and 21st street; rock asphalt. Pugh, contractor. Needs repairs—P. J. O'Donnell.

Alley, between Indiana avenue and Prairie avenue and between 30th street and 31st street; brick. S. Krug, contractor. In good condition—P. J. O'Donnell.

Alley, between Cottage Grove avenue and Groveland avenue and between 29th street and 30th street; brick. S. Krug, contractor. In good condition—P. J. O'Donnell.

Alley, between S. Park avenue and Cal-

umet avenue and between 26th street and 29th street; brick. S. Krug, contractor. In good condition—P. J. O'Donnell.

Alley, between Wabash avenue and Michigan avenue and between 24th street and 25th street; brick. S. Krug, contractor. In good condition—P. J. O'Donnell.

Alley, between Indiana avenue and Prairie avenue and between 24th street and 25th street; brick. Dillon, contractor. In good condition—P. J. O' Donnell.

Alley, between Indiana avenue and Michigan avenue and between 22d street and 23d street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Indiana avenue and Michigan avenue and between 30th street and 31st street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Indiana avenue and Michigan avenue and between 29th street and 30th street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Indiana avenue and Prairie avenue and between 29th street and 30th street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Indiana avenue and Michigan avenue and between 25th street and 26th street; brick. Citizens Construction Co., contractor. In good condition—P. J. O'Donnell.

Alleys, between Indiana avenue and Michigan avenue and between 23d street and 24th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Wabash avenue and Michigan avenue and 315 feet north of 29th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Alleys, between Paririe avenue and Calumet avenue and between 26th street and 29th street; brick. Jas. A. Sackley, contractor. In good condition—P. J. O'Donnell.

Alleys, between 38th street and 39th street and between State street and Dearborn street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alleys, between 35th street and 36th street and between State street and Dearborn street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alleys, between 34th street and 35th street and between State street and Dearborn street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alleys, between Bryant avenue and 36th street and between Vincennes avenue and Rhodes avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Alleys, between Michigan avenue and Wabash avenue and between 33d street and 34th street; brick. S. Krug, contractor. In good condition—P. J. O'Donnell.

Alley, between South Park avenue and Vernon avenue and between 31st street and 32d street; brick. S. Krug, contractor. In good condition—P. J. O'Donnell.

Alleys, between Lake Park avenue and Groveland avenue and between 32d street and 33d street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Forest avenue and Calumet avenue and between 31st street and 32d street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Wabash avenue and Michigan avenue and between 32d street and 33d street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Wabash avenue and Michigan avenue and between 34th street and 35th street; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Indiana avenue and Michigan avenue and between 37th street and 37th place; brick. Jas. A. Sackley Co., contractor. In good condition—P. J. O'Donnell.

Alley, between South Park avenue and Vernon avenue and between 33d street and 34th street; brick. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Michigan avenue and Indiana avenue and between 34th street and 35th street; brick. R. F. Conway Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Michigan avenue and Wabash avenue and between 35th street and 36th street; brick. Citizens Construction Co., contractor. In good condition—P. J. O'Donnell.

Alley, between Michigan avenue and Wabash avenue and between 36th street and 36th place; asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Sacramento avenue (system); asphalt. Barber Apshalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Fifteenth street (system); asphalt. Barber Asphalt Paving Co., contractor. In good condition—P. J. O'Donnell.

Allport street, from 16th street to 21st street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Aldine street, from 39th street to 634 feet north of 39th street; macadam. Citizens Construction Co., contractor. In good condition—P. J. O'Donnell.

Armour avenue, from 32d street to 39th street; macadam. Jno. P. Agnew, contractor. Needs repairs—P. J. O'Donnell.

Armour avenue, from 16th street to 22d street; asphalt. Jos. Hanreddy, contractor. Needs repairs—P. J. O'Donnell.

Archer avenue, from Ashland avenue to Western avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—P. J. O'Donnell.

Commercial, from 87th street to 92d street; brick. Citizens Construction Co., contractor. In good condition—P. Pernod.

Exchange avenue, from Baltimore to 87th street; macadam. Ill. Impt., contractor. In good condition—P. Pernod.

Exchange avenue, from 87th street to 92d street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. Pernod.

Halsted street, from 119th street to 121st street; macadam. Farr Bros., contractor. In good condition—P. Pernod.

Ontario avenue, from 90th street to 93d street; asphalt. R. F. Conway Co., contractor. Needs repairs—P. Pernod.

Prospect avenue, from 95th street to 107th street; macadam. R. F. Conway Co., contractor. In good condition—P. Pernod.

Rhodes avenue, from 71st street to 73d street; macadam. Farr Bros. Co. contractor. In good condition—P. Pernod.

Eighty-seventh street, from Ashland avenue to Carpenter street; macadam. R. F. Conway Co., contractor. Needs repairs—P. Pernod.

Eighty-ninth street, from Commercial to Houston; macadam. R. F. Conway Co., contractor. In good condition—P. Pernod.

Ninety-fifth street, from Longwood to Vincennes; macadam. R. F. Conway Co., contractor. In good condition—P. Pernod.

Ninety-ninth street, from Avenue H to Avenue L; macadam. Jas. A. Sackley Co., contractor. In good condition—P. Pernod.

Seventy-fourth street, from Bond avenue to Yates; macadam. Ill. Imp., contractor. In good condition—P. Pernod.

One Hundred Seventh street system; macadam. Farr Bros. Co., contractor. In good condition—P. Pernod.

One Hundred Twelfth street system; macadam. Farr Bros. Co., contractor. In good condition—P. Pernod.

Seventy-third street system; Novaculite. Farr Bros. Co., contractor. Needs repairs—P. Pernod.

Arlington, from Clark to Orchard; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Astor, from Burton to Schiller; creosote blocks. M. H. McGovern, contractor In good condition—E. F. Colford.

Barry, from Clark to Evanston; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Belden, from Clark to Perry; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Beethoven, from Sedgwick to Wells; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Bradley place, from Hoyne avenue to Leavitt street; macadam. M. H. McGovern, contractor. Needs repairs—E. F. Colford.

Bryn Mawr, from Evanston to 250 feet east of Evanston; macadam. American Crushed Stone Co., contractor. In good condition—E. F. Colford.

Burton place, from Dearborn to Lake Shore; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Burling street, from Fullerton avenue to Dewey court; asphalt. Parker-Washington Co., contractor. In good condition—E. F. Colford.

Burling street, from Diversey boulevard to Oakdale; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Buckingham place, from Halsted street to Evanston avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Burling street, from Belden avenue to North avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Cass street, from Illinois street to Ohio street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Cass street, from Delaware place to Ohio street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Carl street, from Wells street to La Salle avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Chicago avenue, from Lincoln Park boulevard to 600 feet east of Lincoln Park boulevard; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Center street, from Racine avenue to North Clark street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Chicago avenue, from Clark street to Lincoln Park boulevard; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Chestnut place, from north line of Chestnut street to Delaware place; brick. Citizens Construction Co., contractor. In good condition—E. F. Colford.

Chestnut street, from La Salle avenue to State street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Clark street, from Addison street to Irving Park boulevard; brick. Citizens Construction Co., contractor. In good condition—E. F. Colford.

Clark street, from Center street to North avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Clay street, from Halsted street to Sheffield avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Clark street, from Belmont avenue to Diversey boulevard; brick. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Cleveland avenue, from Clybourn avenue to North avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Columbia avenue, from Southport avenue to Evanston avenue; macadam. Sackley, contractor. In good condition—E. F. Colford.

Dayton street, from North avenue to Belden avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Dearborn avenue, from Chicago avenue to Ohio street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Deming place, from Clark street to Lake View avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Dewey place, from Clark street, to North Halsted street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Elm street, from Wells street to Sedgwick street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Elm street, from La Salle avenue to State street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Eugenie street, from Larrabee street to Sedgwick street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Estes avenue, from Ridge avenue to Chicago and North Western Railway; macadam. McGarry & Co., contractor. In good condition—E. F. Colford.

Fargo avenue, from Forest avenue to Sheridan road; macadam. Smith & B., contractors. In good condition—E. F. Colford.

Florence avenue, from Wrightwood avenue to Diversey boulevard; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Fletcher street, from Oakley avenue to Hoyne avenue; macadam. Union Paving Co., contractor. In good condition—E. F. Colford.

North Franklin street, from Division street to Chicago avenue; asphalt. J. J. Duffy, contractor. Needs repairs—E. F. Colford.

Fullerton avenue, from Lincoln avenue to Orchard street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Franklin street, from Chicago avenue to Kinzie street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Fullerton avenue, from Halsted street to Sheffield avenue; asphalt. Jos. Hanreddy, contractor. In good condition—E. F. Colford.

Gault court, from Chicago avenue to Oak street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Garfield avenue, from Halsted street to Racine avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Gardner street ,from Halsted street to Vine street; asphalt. Jos. Hanreddy, contractor. Needs repairs—E. F. Colford.

Gault court, from Division street to Oak street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Garfield avenue, from Clark street to Halsted street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Germania place, from Clark street to La Salle avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Halsted street, from North avenue to Fullerton avenue; asphalt. Jos. J. Duffy, contractor. Needs repairs—E. F. Colford.

Halsted street, from North Clark street to Grace street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Hammond street, from Wisconsin street to Menominee street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Hazel avenue, from Windsor avenue to Leland avenue; macadam. McGarry, contractor. In good condition—E. F. Colford.

Hein place, from Cleveland avenue to Sedgwick street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Hoyne avenue, from Lawrence avenue to Clay avenue; macadam. J. D. Thatcher, contractor. In good condition—E. F. Colford.

Howe street, from Willow street to Garfield avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Huron street, from Franklin street to Wells street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Huron street, from Franklin street to Roberts street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Hudson avenue, from North avenue to Sigel street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Institute place, from Wells street to Franklin street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Indiana street, from State street to Seneca street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Kemper place, from Hamilton court to Orchard street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Larrabee street, from Fullerton avenue to North avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Lonergan street, from Lincoln avenue to Wisconsin street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Lincoln place, from Webster avenue to Garfield avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Lincoln avenue, from Center street to Halsted street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Locust street, from Wells street to Townsend street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Lyman avenue, from Lawrence avenue to Wilson avenue; macadam. John P. Agnew, contractor. In good condition—E. F. Colford.

Magnolia avenue, from Lawrence avenue to Argyle street; macadam. Sackley, contractor. In good condition—E. F. Colford.

Maple street, from Clark street to LaSalle avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Menominee street, from Clark street to Larrabee street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Milton avenue, from Division street to Chicago avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Mohawk street, from Garfield avenue to North avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

North Park avenue, from Menominee street to Sigel street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

North Park avenue, from Center street to Lincoln avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Ohio street, from Clark street to Wells street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Oakdale avenue, from Clark street to Halsted street; macadam. American Crushed Stone Co., contractor. In good condition—E. F. Colford.

Oakdale avenue, from Evanston avenue to Sheridan road; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Orleans street, from Division street to Chicago avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Orleans street, from North avenue to Schiller street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Orchard street, from Fullerton avenue to Dewey place; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Orchard street, from Clybourn avenue to North avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Orchard street, from Fullerton avenue to North avenue; asphalt. R. F. Conway Co., contractor. In good condition —E. F. Colford.

Paulina street, from Irving Park boulevard to Addison street; brick. Sackley, contractor. In good condition—E. F. Colford.

Pearson street, from Lincoln Park boulevard to 265 feet east of same; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Pine Grove avenue, from Belmont avenue to 120 feet north of Briar place; macadam. American Crushed Stone Co., contractor. In good condition—E. F. Colford.

Pine Grove avenue, from Surf street to Diversey boulevard; macadam. American Crushed Stone Co., contractor. In good condition—E. F. Colford.

Pleasant street, from Division street to Vedder street; asphalt. Jos. Hanreddy, contractor. In good condition—E. F. Colford.

Pratt avenue, from C. & N. W. Ry. to Ridge avenue; macadam. Jas, A. Sackley ,contractor. In good condition—E. F. Colford.

Racine avenue, from Center street to Clybourn avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Rees street, from Halsted street to Clybourn avenue; rock asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Rokeby street, from Grace street to Sheridan road; macadam. Jas. A. Sackley Co., contractor. Needs repairs—E. F. Colford.

Roscoe street, from Clark street to Sheffield avenue; macadam. Jas. A. Sackley Co., contractor. In good condition—E. F. Colford.

Rush street, from Chicago avenue to Ohio street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

St. Clair street, from Ohio street to Superior street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Schiller street, from Clark street to Sedgwick street; asphalt. R. F. Con-

way Co., contractor. In good condition —E. F. Colford.

Sherman place, from Clark street to Orchard street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Sedgwick court, from Division street to Elm street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Sedgwick street, from Belden avenue to Lincoln avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Sedgwick street, from Center street to North avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Sedgwick street, from Chicago avenue to Erie street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Seminary avenue, from Diversey boulevard to Wellington street; macadam. Union Paving Co., contractor. In good condition—E. F. Colford.

Sherwin avenue, from Forest avenue to C. & E. R. R.; macadam. American Crushed Stone Co., contractor. In good condition—E. F. Colford.

Sheffield avenue, from Fullerton avenue to Clybourn avenue; asphalt. Barber Asphalt Paving Co., contractor. In good conditon—E. F. Colford.

Sheffield avenue, from Fullerton avenue to Wrightwood avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Sherman place, from Lincoln boulevard to 159 feet west; asphalt. R. F. Conway Co., contractor. In good condition —E. F. Colford.

Sigel street, from Sedgwick street to Wells street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

South place, from Evanston avenue to Magnolia avenue; macadam. American Crushed Stone Co., contractor. In good condition—E. F. Colford.

St. James place, from Clark street to Lake View avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Sullivan street, from Cleveland avenue to Sedgwick street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Superior street, from Wells street to C. M. & St. P.; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Townsend street, from Erie street to Division street; asphalt. Jos. Hanreddy, contractor. Needs repairs—E. F. Colford.

Townes court, from Blackhawk street to North avenue; asphalt. Jos. Hanreddy. In good condition—E. F. Colford.

Tower court, from Pearson street to Chicago avenue; asphalt. Jos. Hanreddy, contractor. In good condition—E. F. Colford.

Vine street, from Vedder street to Division street; asphalt. Parker-Washington Co., contractor. In good condition —E. F. Colford.

Vine street, from Willow street to North avenue; asphalt. R. F. Conway Co., contractor. In good condition.—E. F. Colford.

Vedder street, from Division street to Halsted street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Washington place, from Clark street to Dearborn avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Ward street, from Byron street to Grace street; macadam. American Crushed Stone Co., contractor. Needs repairs—E. F. Colford.

Waterloo court, from Wellington street to 272 feet north; macadam. American Crushed Stone Co., contractor. In good

condition—E. F. Colford.

Webster, from Halsted street to 22 feet west of Dominick street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Webster avenue, from North Park avenue to Halsted street; asphalt. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Weed street, from Clybourn avenue to westerly terminus; asphalt. Parker-Washington Co., contractor. Needs repairs—E. F. Colford.

Wendell street, from Sedgwick street to 220 feet east of Wells street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Whiting street, from Wells street to Orleans street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Wieland street, from Schiller street to North avenue; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Wisconsin street, from Sedgwick street to Larrabee street; asphalt. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Wrightwood avenue, from Lincoln avenue to Racine avenue; macadam. Union Paving Co., contractor. In good condition—E. F. Colford.

York place, from Clark street to Evanston avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Alley, between Oak street and Walton place and between Rush street and Lincoln Park boulevard; brick. Citizens Construction Co., contractor. In good condition—E. F. Colford.

Alley, betwen State street and Astor street and between Burton place and Schiller street; asphalt. Barber Asphalt Paving Co., contractor—In good condition—E. F. Colford.

Alley, between Lake Shore Drive and Astor street and between Burton place and Schiller street; brick. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Alley, between Clark street and La Salle avenue and between Maple street and Oak street; brick. Jas. A. Sackley Co., contractor. In good condition—E. F. Colford.

Alley, between Clark street and Dearborn avenue and between Chicago avenue and Chestnut street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—E. F. Colford.

Alley, between Burton place and Schiller street and between Dearborn avenue and State street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Alley, between North avenue and Burton place and between Clark street and Dearborn avenue; asphalt. R. F. Conway Co. Needs repairs—E. F. Colford.

Alley, between State street and Dearborn avenue and between North avenue and Burton place; brick. R. F. Conway Co., contractor. Needs repairs—E. F. Colford.

Alley west of Clark street, between Chicago avenue and Chestnut street; brick. Jas. A. Sackley Co., contractor. Needs repairs—E. F. Colford.

Alley between Clark and LaSalle and Division and Elm streets; brick. Jas. A. Sackley Co., contractor. Needs repairs—E. F. Colford.

Alley, north and south, between State and Dearborn and Maple and Oak streets, brick. Jas. A. Sackley Co., contractor. In good condition—E. F. Colford.

Alley between Clark and Dearborn and Goethe and Division streets—brick. Jas. A. Sackley Co., contractor. In good condition—E. F. Colford.

Alley, first west of Wells street, between Goethe street and Beethoven place; brick. Jas. A. Sackley Co., contractor. In good condition—E. F. Colford.

Alley between Clark and LaSalle and Chestnut and Locust streets; asphalt. Jos. Hanreddy, contractor. In good condition—E. F. Colford.

Alley between Dearborn and State and Division and Elm streets; brick. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Alley between Clark and Dearborn and Chicago and Superior street; brick. Broak & O'Brien, contractors. In good condition—E. F. Colford.

Alley west of Clark street, between Superior and Huron streets; brick. R. F. Conway Co., contractor. In good condition—E. F. Colford.

Alley between Wisconsin and Clark streets and Center street and North Park avenue; brick. Citizens Construction Co., contractor. In good condition —E. F. Colford.

Robey street system; macadam. Needs repairs—E. F. Colford.

Evanston avenue system; asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. F. Colford.

Adams street, from Morgan street to Centre avenue; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Albany avenue, from Washington boulevard to Colorado avenue; asphalt. R. F. Conway Company, contractor. Needs repairs—O. E. Bates.

Adams street, from alley west of Rockwell street to Sacramento avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition.

Ada street, from Madison street to Arbor place; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Aberdeen street, from Van Buren street to Polk street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Arlington place, from Sibley street to Loomis street; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

East half Austin avenue, from Lake street to Madison street; macadam. D. A. Thatcher, contractor. Needs repairs—O. E. Bates.

East half Austin avenue, from Lake street to Chicago avenue; macadam. D. A. Thatcher, contractor. Needs repairs—O. E. Bates.

Bryan place, from Lake street to Randolph street; asphalt. Jos. R. Hanreddy, contractor. In good condition—O. E. Bates.

Campbell avenue, from Polk street to 12th street; asphalt. R. F. Conway Co., contractor. Needs curb repairs—O. E. Bates.

Campbell avenue, from Lake street to Fulton street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

California avenue, from Washington boulevard to 12th street; asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

Campbell avenue from Madison street to Lake street; asphalt. Barber Asphalt Paving Co., contractor. Needs curb repairs—O. E. Bates.

Carroll avenue, from Ada street to St. John's court; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Carroll avenue, from Homan avenue to Central Park avenue; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Central Park avenue, from Lexington street to 12th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Colorado avenue, from California avenue to Central Park avenue; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Congress street, from Leavitt street to Hoyne avenue; asphalt. Barber As-

phalt Paving Co., contractor. In good condition—O. E. Bates.

Curtis street, from Lake street to Carroll avenue; Asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

DeKoven street, from Canal street to Halsted street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Elizabeth street, from Lake street to 185 feet north of Carroll avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Elburn avenue, from Laflin street to Ashland avenue; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Elburn avenue, from Laflin street, to Throop street; asphalt. Barber Asphalt Paving Co., contractor. Needs curb repairs—O. E. Bates.

Fillmore street, from Kedzie avenue to Central Park avenue; Asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Flournoy street, from 8½ feet east of Douglas boulevard to Douglas boulevard; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Fulton street, from 46th avenue to 50th avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Francisco street, from Carroll avenue to Van Buren street; asphalt. Standard Paving Co., contractor. Needs curb repairs—O. E. Bates.

Francisco street, from Harrison street to Lexington street; macadam. Union Paving Co., contractor. Needs repairs—O. E. Bates.

Good street, from Sholto street to May street; asphalt. Citizens Construction Co., contractor. In good condition—O. E. Bates.

Grenshaw street, from 41st avenue to 42d avenue; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Harvard street, from Central Park avenue to Douglas boulevard; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Harrison street, from Western avenue to Rockwell street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Harvard street, from Western avenue to Campbell avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Harrison street, from 40th avenue to 42d avenue; brick. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Hermitage avenue, from Madison street to Lake street; asphalt. A. Jaicks, contractor. In good conditon—O. E. Bates.

Honore street, from Adams street to Van Buren street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Homan avenue, from Harrison street to Lexington street; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Homan avenue, from Fulton street to Lake street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Homan avenue, from Fulton street to Carroll avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Irving avenue, from Monroe street to Harrison street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Irving avenue, from Polk street to 253 feet north; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Kendall street, from Polk street to Taylor street; asphalt. Barber Asphalt

Paving Co., contractor. In good condition—O. E. Bates.

Lake street, from Western avenue to 285 feet west of Maplewood avenue; asphalt. R. F. Conway Co., contractor. Needs brow repairs—O. E. Bates.

Lake street, from Talman avenue to Homan avenue; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Lawndale avenue, from Flournoy street to Harvard street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Laflin street, from Madison street to 12th street; asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

Lexington street, from Western avenue to Rockwell street; asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

Lincoln street, from Harrison street to 12th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Lincoln street, from Adams street to Harrison street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Lincoln street, from Adams street to Washington boulevard; asphalt. Barber Asphalt Paving Co., contractor. Needs curb repairs—O. E. Bates.

Madison street, from Canal street to Centre avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

May street, from Harrison street to 12th street; asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

Millard avenue, from Colorado avenue to Harrison street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Monroe street, from Paulina street to Oakley avenue; asphalt. A. Jaicks, contractor. Needs repairs—O. E. Bates.

Monroe street, from Morgan street to Centre avenue; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Monroe street, from Albany avenue to Kedzie avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

Oakley avenue, from Washington boulevard to 60 feet south of Kedzie avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Ogden place, from Ogden avenue to Wood street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Olive street, from Taylor street to 12th street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Oregon avenue, from Loomis street to Sibley street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Oregon avenue, from Centre avenue to Sibley street; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Park avenue, from Leavitt street to Western avenue; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Park avenue, from California avenue to Talman avenue; asphalt. Standard Paving Co., contractor. In good condi-

Park avenue, from Homan avenue to Kedzie avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Peoria street, from Harrison street to Gurley street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Prairie street, from Madison street to South Boulevard; macadam. Union Paving Co., contractor. Needs repairs—O. E. Bates.

Plum street, from Loomis street to

Laflin street; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Polk street, from Loomis street to Ogden avenue; asphalt. Barber Asphalt Paving Company. In good condition—O. E. Bates.

Polk street, from Western avenue to Rockwell street; asphalt. Barber Asphalt Paving Co., contractor. Needs curb repairs.

Polk street, from Central Park avenue to Lawndale avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Polk street, from Douglas boulevard to Lawndale avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Robey street, from Grand avenue to Washington boulevard; brick. Citizens Construction Co., contractor. Needs repairs—O. E. Bates.

Sangamon street, from Harrison street to Gurley street; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

St. Louis avenue, from Harrison street to Lexington street; asphalt. Stnadard Paving Co., contractor. In good condition—O. E. Bates.

Sheldon street, from Washington street to Randolph street; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Sholto street, from Harrison street to Taylor street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Spaulding street, from Harrison street to Lexington street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Sheldon street, from Wood street to Lincoln avenue; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Seeley street, from Madison street to Van Buren street; asphalt. J. Hanreddy, contractor. In good condition—O. E. Bates.

Spruce street, from Loomis street to Laflin street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Spaulding street, from Jackson street to Van Buren street; asphalt. J. Hanreddy, contractor. Needs repairs—O. E. Bates.

Taylor street, from Paulina street to Kedzie avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Taylor street, from 40th avenue to 42d avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Taylor street, from Canal street to Blue Island avenue; cedar blocks. Republic C. & C. Co., contractor. Needs repairs—O. E. Bates.

Taylor street, from Paulina street to Blue Island avenue; asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

Walnut street, from Ashland avenue to Western avenue; asphalt. I. Jaicks, contractor. In good condition—O. E. Bates.

Washtenaw avenue, from Lexington avenue to Taylor street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Wilcox avenue, from Sacramento avenue to 1st alley East Washtenaw avenue; asphalt. Barber Asphalt Paving Co., contractor. Needs curb repairs—O. E. Bates.

Winchester avenue, from Madison street to Harrison street; asphalt. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Willard court, from Washing boulevard to Randolph street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Winthrop court, from Polk street to Taylor street; asphalt. Barber Asphalt Paving Co., contractor. Needs repairs—O. E. Bates.

Winchester avenue, from Ogden avenue to 12th street; asphalt. Barber Asphalt Paving Co., contractor. Needs curb repairs—O. E. Bates.

Twelfth street, from Ogden avenue to Campbell avenue; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Forty-first avenue, from Madison street to Kinzie street; asphalt. Barber Asphalt Paving Co., contractor. In good condition—O. E. Bates.

Forty-first court, from Harrison street to Harvard street; asphalt. Standard Paving Co., contractor. In good condition—O. E. Bates.

Forty-second court, from Harrison street to Harvard street; asphalt. I. Jaicks, contractor. In good condition—O. E. Bates.

Forty-third avenue, from Washington boulevard to Colorado street; asphalt. I. Jaicks, contractor. Needs repairs—O. E. Bates.

Forty-ninth avenue, from Lake street to Fulton street; asphalt. Standard Paving Co., contractor. Needs repairs—O. E. Bates.

Forty-fifth avenue, from Lake street to Park avenue; macadam. C. M. Porter, contractor. In good condition—O. E. Bates.

Forty-eighth avenue, from Lake street to Washington street; asphalt. R. F. Conway Co., contractor. Needs repairs—O. E. Bates.

Alley between Walnut street and Fulton street and between Albany avenue and Kedzie avenue; asphalt. I. Jaicks, contractor. In good condition—O. E. Bates.

Alley, first south of Washington boulevard and west of Douglas street and between Polk street and Harvard street; brick. Citizens Construction Co., contractor. In good condition—O. E. Bates.

Alley, between Elizabeth street and Ann street; brick. R. F. Conway Co., contractor. In good condition—O. E. Bates.

Aberdeen court, from Halsted street and Green street; granite. Dillon, contractor. In good condition—O. E. Bates.

Alley, between Desplaines street and Jefferson street and between Jackson avenue and VanBuren street; granite. Union Paving Co. ,contractor. In good condition—O. E. Bates.

Alley, between Monroe street and Adams street and between Morgan and Aberdeen street, brick. Citizens Cons. Co., contractor. In good condition—E. O. Bates.

Alley, east and west, north of Jackson boulevard, and between Centre avenue and Throop sareet, brick. R. F. Conway Co. In good condition—E. O. Bates.

Alley, first east of Aberdeen street, and beaween Van Buren street and Jackson boulevard, brick. R. F. Conway Co., contractor. In good condition—E. O. Bates.

Al'ey, between Ashland avenue and Marshfield avenue and between York street and Polk street, asphalt. Barber Asphalt Paving Co., contractor. In good condition—E. O. Bates.

Alley in block between Ogden avenue and Paulina street, brick. R. F. Conway Co., contractor. In good condition—E. O. Bates.

Alley, between Robey street and Seeley avenue and between Jackson boulevard and Van Buren street, brick. R. F. Conway Co., contractor. In good condition—E. O. Bates.

Alley, between Leavitt street and Irving avenue and Adams street and 183 feet south, brick. Croake & O'Brien, contractor. In good condition—E. O. Bates.

Alley, between Clinton street and Jefferson street, and between DeKoven street and Bunker street, brick. Croake & O'Brien, contractor. In good condition—E. O. Bates.

Aberdeen street, from 50th street to 51st street, macadam. John P. Agnew, contractor. In good condition—D. Sullivan.

Berkley avenue, from 43d street to Bowen avenue, macadam. Smith Bros., contractor. In good condition—D. Sullivan.

Bryant avenue, from Rhodes avenue to Vincennes avenue, ref. macadam. S. Krug, contractor. Good condition, with exception of rut at Rhodes avenue and Bryant avenue—D. Sullivan.

Champlain avenue, from 46th street to 50th street, macadam. Jos. Hanreddy, contractor. Good condition, except two openings at intersection of 49th street and one opposite 4946—D. Sullivan.

Drexel avenue, from 63d street to 65th street, asphalt. Jos. Hanreddy, contractor. Good condition, except cave-in in front of 6337 and openings in front of 6330—D. Sullivan.

Elizabeth street, from Garfiield boulevard to 61st street, macadam. Farr Bros. Co., contractor. Good condition, with exception of street openings in front of 5522, 6504 and 5616—D. Sullivan.

Ellis avenue, from 43d street to 45th street, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Emerald avenue, from 40th street to 43d street, asphalt. Barber Asphalt Poving Co., contractor. In good condition—D. Sullivan.

Emerald avenue, from 64th street to 65th street, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Hermitage avenue, from 51st street to 54th street, macadam. McGovern, contractor. Good condition, but street should be re-rolled on account of street not sprinkled—D. Sullivan.

Kimbark avenue, from 60th street to 67th street, macadam. McGovern, contractor. In good condition—D. Sullivan.

Laflin street, from 53d street to Garfield boulevard, macadam. McGovern, contractor. In good condition—D. Sullivan.

Langley avenue, from 47th street to 49th street, macadam. Jos. Hanreddy, contractor. In good condition—D. Sullivan.

Langley avenue, from 37th street to 40th street, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Laflin street, from 47th street to Gross avenue, macadam. D. A. Thatcher, contractor. In good condition—D. Sullivan.

Laflin street, from Garfield boulevard to 59th street, macadam. S. Krug, contractor. In good condition, except two openings in front of 5608 and 5612—D. Sullivan.

Lincoln street, from 51st street to Garfield boulevard. Jno. P. Agnew, contractor. Should be re-rolled, otherwise in good condition—D. Sullivan.

Monroe avenue, from 60th street to 67th street, asphalt. Jos. Hanreddy, contractor. Good condition, except openings in front of 6511, 6349 to 6359 and 6115—D. Sullivan.

Parnell avenue, from 63d street to 65th street, macadam. Farr Bros. Co., contractor. A few ruts at 63d street, crown of street from 63d street to 65th street worn considerably and some holes. Otherwise in good condition—D. Sullivan.

Parnell avenue, from 65th street to 67th street, macadam. Farr Bros. Co., contractor. Good condition with ex-

ception of depression in front of 6530 Parnell avenue—D. Sullivan.

Parnell avenue, from 74th street to 76th street, macadam. R. F. Conway Co., contractor—D. Sullivan.

Paulina street, from 51st street to 54th street, macadam. Jno. P. Agnew, contractor. Good condition, but should be re-rolled and opening opposite 5254 repaired—D. Sullivan.

Rosalie court, from 57th street to 59th street, asphalt. R. F. Conway, contractor. In good condition—D. Sullivan.

Stewart avenue, from 63d street to Normal Parkway, macadam. Farr Bros. Co., contractor. Good condition, except depressions near 63d street and two openings in front of 6511 and 6436—D. Sullivan.

Throop street, from Garfield boulevard to 59th street, macadam. McGovern, contractor. Good condition, except opening in front of 5523—D. Sullivan.

Union avenue, from Garfield boulevard to 56th street, macadam. Union Paving Co., contractor. In good condition—D. Sullivan.

Vernon avenue, from 37th street to 39th street, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Wallace street, from 76th street to 79th street, macadam. Union Paving Co., contractor—D. Sullivan.

Washington avenue, from 64th street to 488 feet south, macadam. Illinois Improvement Co., contractor. Good condition, except small depression in crown—D. Sullivan.

Woodlawn avenue, from Lake avenue to 58th street, asphalt. Barber Asphalt Paving Co., contractor. Good condition, except depression 100 feet north of north line of 58th street, and opening in front of 4837—D. Sullivan.

Wood street, from 51st street to Garfield boulevard, macadam. Jno. P. Agnew, contractor. Should be re-rolled, and openings repaired in front of 5133-35-43, 5318 and corner of 54th street—D. Sullivan.

Thirty-fifth place, from Ookley avenue to Western avenue, macadam. Illinois Improvement Co., contractor. In good condition—D. Sullivan.

Thirty-fifth street, from Wentworth avenue to Michigan avenue, asphalt. R. F. Conway Co., contractor. Good condition, except water does not carry off at gutter at first alley east of Wabash avenue on north side of street—D. Sullivan.

Thirty-eighth street, from Vincennes avenue to Cottage Grove avenue, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Thirty-nints street, from Lake avenue to Ellis avenue, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Forty-third street, from State street to Halsted street, asphalt. R. F. Conway, contractor. Good condition, except curb broken between Wright and Wallace streets—D. Sullivan.

Forty-fourth street, from Drexel boulevard to Ellis avenue, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Forty-sixth place, from Wentworth avenue to C. R. I. & P. Ry., asphalt. Jos. Hanreddy, contractor. In good condition—D. Sullivan.

Forty-eighth street, from Center street to Robey street, macadam. Union Paving Co., contractor. Good condition, except opening made at alley intersection west of Ashland avenue—D. Sullivan.

Forty-eighth street, from Ellis avenue to Madison avenue, macadam. Farr Bros. Co., contractor. In good condition —D. Sullivan.

Forty-eighth street, from Ellis avenue to Drexel boulevard, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivvan.

Forty-ninth street, from Grand boulevard to Calumet avenue, macadam. Union Paving Co., contractor. In good condition—D. Sullivan.

Forty-ninth street, from Michigan avenue to Calumet avenue, macadam. Jas. Conlon, contractor. In good condition—D. Sullivan.

Fiftieth street, from Halsted street to Morgan street, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Fifty-first street, from State street to Grand boulevard, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Fifty-sixth street, from Centre avenue to Ashland avenue, macadam. Krug, contractor. In good condition—D. Sullivan.

Fifty-seventh street, from Lexington avenue to I. C. R. R., asphalt. Barber Asphalt Paving Co., contractor. In good condition, except water lodges in gutter of alley between Woodlawn and Kimbark avenues—D. Sullivan.

Fifty-seventh street, from Centre avenue to Ashland avenue, macadam. McGovern, contractor. Good condition, except curb broken in few places between Ada and Throop streets—D. Sullivan.

Sixtieth street, from State street to Wentworth avenue, macadam. Jas. Conlon, contractor. Good condition—D. Sullivan.

Sixty-first place, from Wentworth avenue to 599 feet west of Normal avenue, macadam. Union Paving Co., contractor. Good condition, except five or six broken curb stones—D. Sullivan.

Sixty-second street, from Stewart avenue to 540 feet west of Normal avenue, macadam. Union Paving Co., contractor. In good condition—D. Sullivan.

Sixty-third street, from Stewart avenue to Halsted street, brick. Citizens Construction Co., contractor. In good condition—D. Sullivan.

Sixty-third place, from Lowe avenue to Union avenue, asphalt. Barber Asphalt Paving Co., contractor. In good condition—D. Sullivan.

Sixty-third street, from Cottage Grove avenue to I. C. Ry.; brick. R. F. Conway Co., contractor. Good condition except opening in front of 524 and openings on south side of street from Cottage Grove east to 1st alley, also at 1st alley east of Cottage Grove avenue on north side of street, and in front of Nos. 680, 682, 668, 624, and 628. These openings were not put back properly—D. Sullivan.

Sixty-fifth stret, from Lowe avenue to Halsted street; brick. Citizens Construction Co., contractor. In good condition—D. Sullivan.

Sixty-sixth street, from Lowe avenue to Halsted street; brick. macadam. Union Paving Co., contractor. In good condition—D. Sullivan.

Sixty-seventh street, from Parnell avenue to Stewart avenue; macadam. Kissack, contractor. Good condition considering amount of traffic. Openings made in front of 518 and 524, otherwise good condition—. Sullivan.

Sixty-seventh street from State street to Wentworth avenue; macadam. Union Paving Co., contractor. In good condition—D. Sullivan

Sixty-seventh street, from Morgan street to Center street; macadam. Union Paving Co., contractor. In good condition—D. Sullivan.

Seventy-second street, from Halsted street to Morgan stret; macadam. Jas. A. Sackly Co., contractor. In good condition—D. Sullivan.

Seventy-third street, from Halsted street to Morgan street; macadam. Jas. A. Sackley Co., contractor. In good condition—D. Sullivan.

Seventy-fourth street, from Yates street to Bond street; macadam. Illinois Improvement Co., contractor. D. Sullivan.

Seventy-fourth street, from Halsted street to Morgan street; macadam. Jas.

A. Saskley Co., contractor. In good condition—D. Sullivan.

Seventy-sixth street, from 70 feet east of Parnell avenue to 162 feet west of Parnell avenue; macadam. Union Paving Co., contractor. D. Sullivan.

Alleys, from Ellis and Drexel avenues to 43d and 44th streets; brick. S. Krug, contractor. In good condition—D. Sullivan.

Alleys, from Ellis and Berkeley avenues to 43d and 44th streets; brick. Jas. A. Sackley Co., contractor. In good condition—D. Sullivan.

Alleys, from 39th and 40th streets to Indiana and Prairie avenues; brick. S. Krug, contractor. In good condition—D. Sullivan.

Alleys, from 49th and 50th streets to Grand boulevard and Washington Park court; brick. R. F. Conway Co., contractor. In good condition—D. Sullivan.

Alleys, east and west, from 1st south of Garfield boulevard to Halsted and Emerald streets; brick. Citizens Construction Co., contractor. In good condition—D. Sullivan.

Alley, from Normal and Eggleston avenues to 63d street and 112 feet south; brick. Citizens Construction Co., contractor. In good condition—D. Sullivan.

Alley, from Michigan and Indiana avenues to 45th and 46th streets; brick. R. F. Conway Co., contractor. In good condition—D. Sullivan.

Alley, from Vincennes and Forestville avenues to 48th and 49th streets; brick. Jas. A. Sackley Co., contractor. In good condition—D. Sullivan.

Green street system; macadam. Jos. Hanreddy, contractor. Good condition, except openings opposite 7228 Green, 7250 Peoria, 7402 Peoria, 7116 and 7118 Morgan street—D. Sullivan.

Greenwood avenue system; macadam. D. A. Thatcher, contractor. Good condition, except opening in front of 5345 Green wood avenue—D. Sullivan.

Sixty-eighth street system; macadam. Jno. P. Agnew, contractor. In good condition—D. Sullivan.

Sixtieth street system; macadam. McGarry, contractor. Good condition, except curb needs lining—D. Sullivan.

Jefferson avenue system; macadam. Jas. A. Sackley Co., contractor. D. Sullivan.

Canal street, from Lumber street to 12th street; granite block. R. F. Conway Co., contractor. Depression opposite Nos. 615, 605, 597, 585 and 533; large portion of this street submerged with dirt; no report can be made until cleaned—D. Cooney.

Canal street, from 12th street to Harrison street; granite block; R. F. Conway Co., contractor. Depression opposite No. 451 and crosswalk east side of Forquer street. Balance in good condition—D. Cooney.

Canalport avenue, from Canal street to Halsted street; granite block. Citizens' Construction Co., contractor. Depression opposite 36; balance O. K.—D. Cooney.

North Clark street, from Kinzie street to Chicago River; granite block. R. F. Conway Co., contractor. Depression opposite No. 27 and spots on brow; hole in sidewalk on southwest corner Kinzie stret—D. Cooney.

Erie street, from Orleans street to Chicago River; granite block. Citizens' Construction Co. contractor. In good condition—D. Cooney.

Eighteenth street, from Canal street to Halsted street; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

Fourteenth street, from Canal street to Halsted street; granite block. R. F. Conway Co., contractor. Opposite 471 permit—bad condition—depression and hump—depression opposite 146; balance O. K.—D. Cooney.

Fullerton avenue, from C. & N. W. Ry.

to C. M. & St. P. Ry.; granite block. Jas. A. Sackley Co., contractor. In good condition—D. Cooney.

South Halsted street, from 47th street to Root street; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

North Halsted street, from Chicago avenue to Division street; granite block. R. F. Conway Co., contractor. Some repairs needed between Chicago avenue and bridge—D. Cooney.

North Halsted street, No. 2; granite block. R. F. Conway Co., contractor. Depression opposite northwest corner Division street and at 513 at brow along 529, 535, 629, 657—D. Cooney.

Harrison street, from Clinton street to Halsted street; granite block. R. F. Conway Co., contractor. Depression opposite No. 114, near cover bad hole at northeast corner Jefferson street; crosswalk broken up southeast corner Jefferson street. Depression near brow opposite 189—D. Cooney.

Illinois street, from Illinois street to C. M. & St. P. Ry.; granite block. Croake & O'Brien, contractors. Big hump and depression opposite alley intersection; balance O. K.—D. Cooney.

Illinois street, from Pine street to 150 feet east of Seneca street; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

Jefferson street, from 12th street to 16th street; granite block. Union Paving Co., contractor. Depression opposite 567, 575 at brow, southwest corner 14th place, 10 feet south of 12th street, near brow and opposite 505 and 527—D. Cooney.

Jefferson street, from 16th street to 22d street; granite block. Citizens Construction Co., contractor. Depression 6 feet north of 18th street and 100 feet south of 18th street. Balance O. K.—D. Cooney.

Kinzie street, from State street to Rush street; granite block. R. F. Conway Co., contractor. Depression 30 feet east of State and opposite No. 277; opposite 285 Tel. Co. cover to be raised 3 inches; paving in bad condition here. Balance O. K.—D. Cooney.

Kinzie street from State street to Clark street; granite block. Citizens' Construction Co., contractor. Depression center of intersection Dearborn avenue; tracks also depressed; rut opposite 217 and places on brow. Balance O. K.—D. Cooney.

Kinzie street, from Clark street to Wells street; granite block. Citizens' Construction Co., contractor. Depression opposite No. 127 and along brow; balance O. K.—D. Cooney.

Kinzie street, from Wells street to Chicago River; granite block. R. F. Conway Co., contractor. Depression at manhole opposite 37; crosswalk northeast corner Franklin street, depression at No. 37 and 101. Balance O. K.—D. Cooney.

Kingsbury street, from Erie street to 150 feet south Indiana street; granite block. Union Paving Co., contractor. In good condition—D. Cooney.

La Salle avenue (W), from Kinzie street to N. W. R. R.; granite block. R. F. Conway Co., contractor. Two permits —street bad condition—D. Cooney.

La Salle street, from Lake street to South Water street; granite block. Jas. A. Sackley Co., contractor. Pipes laid west side of street South Water street to alley south. Blocks replaced bad condition. Big hole west side of alley north of Lake street, very bad condition. Depression opposite No. 24—D. Cooney.

Law avenue, from Harrison street to 1st alley north; granite block. Citizens' Construction CSo., contractor. Good condition where not covered with dirt—D. Cooney.

Milwaukee avenue, from Chicago avenue to Milwaukee avenue; granite block. Citizens' Construction Co., contractor. Depression opposite Nos. 545 and 742, and where permit intersection of Emma street—D. Cooney.

Michigan street, from Rush street to State street; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

Michigan street, from C. M. & St. P. Ry. to Franklin street; granite block. R. F. Conway Co., contractor. Depression 125 feet east of railroad and opposite No. 24—D. Cooney.

Market street, from Jackson boulevard to 400 feet south; granite block. R. F. Conway Co., contractor. Depression east side of street under "L" road; balance O. K.—. Cooney.

Monroe street, from Halsted street to Morgan street; granite block. Jas. A. Sackley Co., contractor. Depression 50 feet west of Halsted street. Big depression south side of street at intersection of Green street. Depression southeast corner Morgan street. Balance O. K.—D. Cooney.

Monroe street, from Canal street to Halsted street; granite block. Jas. A. Sackley Co., contractor. Depression at scales 15 feet east of Clinton street. Depression from 134 to 144 and in many parts along whole block between Desplaines and Halsted streets—D. Cooney.

Orleans street, from Kinzie street to Ontario street; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

Quincy street, from Halsted street to Desplaines street; granite block. Jas. A. Sackley Co., contractor. Two big depressions (prob. permits) about 300 feet west of Desplaines street. Balance O. K. where not covered with dirt—D. Cooney.

State street, from Kinzie street to Chicago River; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

Seward street, from Canalport avenue to Lumber street; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

Sixteenth street, from Canal street to Morgan street; granite block. Citizens' Construction Co., contractor. Depression north side of street at intersection of Burlington street. Balance O. K.—D. Cooney.

Twelfth street, from Wabash avenue to Michigan avenue; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

Wells street, from Kinzie street to Chicago avenue; granite block. Citizens' Construction Co., contractor. In good condition—D. Cooney.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an ordinance repealing an ordinance of March 19, 1906, amending Sections 471 and 680 Revised Code of 1905, which was

Referred to the Committee on Building Department.

Ald. Coughlin presented an ordinance granting permission to Illinois Central Railroad Company to lay pipe across Indiana avenue, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented an ordinance in favor of The Ford & Johnson Company for vault in alley, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to F. A. Hergert to erect a barber pole in front of premises, 186 Randolph street. Said bar-

ber pole shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

SECOND WARD.

Ald. Harding presented an ordinance amending Section 757 of the Revised Code of 1905, concerning the muzzling of dogs, which was

Referred to the Committee on Judiciary.

THIRD WARD.

Ald. Foreman presented an ordinance amending the Revised Code of 1905 (Sections 1847 to 1850 and Section 1853, and adding Section 1853a) concerning contracts on public work, which was

Referred to the Committee on Judiciary.

Ald. Foreman presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to report to this Council the number of telephones installed and operated by the Illinois Tunnel Company or the Illinois Telegraph & Telephone Company.

Ald. Pringle presented an ordinance prohibiting extra tolls for telephone service within the city limits, and fixing a price for extension telephones, which was

Referred to the Committee on Gas, Oil and Electric Light.

FOURTH WARD.

Ald. Richert presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Anton Olszewski and James Doyle to pave 33d street with asphalt, from Halsted street to 145 feet west thereof; said work to be done to the satisfaction and approval of the Commissioner of Public Works; provided, however, that before said permit is issued the said Anton Olszewski and James Doyle shall enter into a bond in the sum of ten thousand dollars ($10,000), to be approved by the said Commissioner of Public Works, to indemnify the City of Chicago against all loss or damage by reason of the granting of said permit.

Ald. Richert presented the claim of Jacob Schramm, which was

Referred to the Committee on Finance.

FIFTH WARD.

Ald. Martin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to place a fire plug, for fire protection, 400 feet south of 35th street on the east side of Centre avenue.

Ald. McCormick presented the claim of Geo. W. Jackson, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and macadamizing 38th street from South Ashland avenue to South Robey street.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson,

Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in South Winchester avenue between West 38th street and West 39th street.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

SIXTH WARD.

Ald. Young presented two petitions and an ordinance amending Sections 278 and 690 of the Revised Code of 1905, concerning the construction and location of hospitals, which was

Referred to the Committee on Judiciary.

Ald. Young presented an ordinance vacating an alley in Robert H. Law's Subdivision of Block 3 of Walker and Stenson's Subdivision, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Young presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Buildings be and he is hereby directed to refuse the issuance of a building permit, if application is made for one, for any hospital building to be erected on any part of the block bounded by Washington Park court, 50th place, Vincennes avenue and 51st street, until the ordinance now pending before the City Council, amending Sections 278 and 690 of the Revised Municipal Code of Chicago of 1905, shall have been finally acted on by the City Council or this order shall be revoked.

SEVENTH WARD.

Ald. Bennett presented an ordinance amending Track Elevation Ordinance of June 18, 1900, Pennsylvania Railway Company, which was

Referred to the Committee on Track Elevation.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay out of Miscellaneous Receipts, all outstanding judgments against the City of Chicago, not to exceed $200,000.00 in amount.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Prosecuting Attorney be and he is hereby authorized to voucher bills for constable fees for the months of September, October, November and December, to an amount not to exceed three thousand dollars (3,000.00), and the Comptroller is ordered to pay the same from Miscellaneous Receipts for the year 1906.

This action is taken in accordanec with the recommendation of the City Prosecuting Attorney attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Civil Service Commission be and it is hereby authorized to expend not to exceed one thousand dollars ($1,000.00) to pay the expenses of special examiners, medical and physical, in the examination of applicants for positions in the fire and police departments, and not to exceed five hundred dollars ($500.00) for postage, stationery, etc., in the same work, and the Comptroller is ordered to pay vouchers for the same up to the amounts named from miscellaneous receipts for the year 1906.

This action is taken in accordance with the request of the Civil Service Commission attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

WHEREAS, The Fire Marshal has advertised for the building of a fireboat; and

WHEREAS, An order published on page 1801 authorizing the letting of a contract under said advertisement is before this Council, upon the recommendation of the Fire Marshal to accept the bid of the Manitowoc Dry Dock Company of one hundred thousand dollars ($100,000.00); and

WHEREAS, Objections have been made as to the sufficiency of the specifications of the former advertisement; therefore be it

Ordered, That the Fire Marshal be and he is hereby authorized and directed to procure competent assistance, and to draw plans and specifications for a fireboat, and to re-advertise under such plans and specifications.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase lots 15 and 16, block 2, G. W. Cass's subdivision of the north ½ of the north ½ of the west ½ of lot 39, School Trustee's subdivision 16-38-14 for a sum not to exceed twenty-four hundred dollars ($2,400.00), subject to special assessment for grading, curbing and paving Halsted street, general taxes of 1906 and assessments for improvements not yet made, said property being located on South Halsted street, west front, between 57th and 58th streets and being about 48 x 122.5 feet, and charge same to the appropriation heretofore made for the purchase of a site at the southwest corner of West 58th and Green streets, the owners of the last-mentioned property being unable to deed said property to the city at this time.

This action is taken in accordance with the request of the City Real Estate Agent and Fire Marshal attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase lots 9 and 10, block 54 Cornell, in south ½ section 26-38-14, having a frontage of fifty-seven (57) feet on 76th street and one hundred twenty-five (125) feet on Drexel avenue, and situated at the southeast corner of 76th street and Drexel avenue, for site for the erection of a police station, at a sum not to exceed fourteen hundred fifty dollars ($1,450.00), subject to general taxes of 1906, in accordance with the recommendation of the City Real Estate Agent and General Superintendent of Police attached hereto, and charge same to the appropriation for new station house at 75th street and Dobson avenue.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and empowered to enter into a contract for the furnishing and installation in the Water Works Shops at Ashland avenue and 22nd street of an 1,100-pound steam hammer for a sum not exceeding $1,085.00, such contract to be entered into without advertising.

The Comptroller is hereby authorized to pay the sum from the Water Fund.

This action is taken in accordance with the request of the Commissioner of Public Works attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed, in preparing estimates for payments to John P. Agnew under the contract for the construction of the Lawrence avenue intake sewer, to estimate the cost of constructing the box heading at the rate of twenty dollars ($20.00) per lineal foot; provided, however, that before any such estimate is made to said Agnew, the said Agnew shall deliver to said Commissioner of Public Works a good and sufficient conveyance of all his right, title and interest in the plant used in the construction of said tunnel, said plant to become the property of the said Agnew whenever said tunnel is fully completed; and provided, further, that Joseph Hanreddy shall execute and deliver to the city his bond in the penal sum of forty thousand dollars ($40,000.00) with sureties to be approved by the Commissioner of Public Works, conditioned that if the said Agnew shall for any reason fail to complete said tunnel according to the terms of his contract, he, the said Hanreddy, shall complete said tunnel at a cost not exceeding the sum named in the contract between the said Agnew and the city.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to make contract with John P. Agnew to furnish additional iron work for the Lawrence Avenue Pumping Station, in accordance with blueprint hereto attached and his recommendation, also attached, at a sum not to exceed sixty-five dollars ($65.00).

Which was, by unanimous consent, on

motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

WHEREAS, Max Beutner, deceased, who, up to the time of his death, was Superintendent of Play Grounds and Bathing Beaches, was, at the time of his death on October 9, 1906, entitled to additional compensation for time which he devoted to the service of the City; therefore it is

Ordered, That the Comptroller be and he is hereby authorized to pay to the estate of Max Beutner, deceased, the sum of one hundred and fifty ($150.00) dollars, the same being a full month's salary of said deceased, due to him by reason of extra time devoted to the City of Chicago for which he had not, during his lifetime received compensation.

This action is taken in accordance with the request of the special Park Commission.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to voucher the attached bill of eighty-eight dollars ($88.00) of Davis & Kreeger for painting and glazing at the 39th Street Pumping Station, in accordance with the request of the Commissioner of Public Works and City Engineer in charge attached hereto, and the Comptroller is ordered to pay the same from the appropriation for the construction of said pumping station.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to extend the time for completing the Stewart avenue shaft and

the first five hundred (500) feet of tunnel leading therefrom, Section 1, Southwest Land Tunnel, sixty (60) days; provided, that Joseph Henreddy waive and relinquish all and every claim of any right to any bonus or premium for the construction of said shaft and five hundred (500) feet of tunnel.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow 2½ days' time to Steve Kosmowski, amounting to seven and twenty-five one-hundredths dollars ($7.25), deducted because of absence from duty on account of illness, and the Comptroller is ordered to pay the same from appropriation for salary for the Bureau of Maps, in accordance with the recommendation of the Commissioner of Public Works attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher to Carl E. Mathiesen in the sum of fifty-two and eighty one-hundredths dollars ($52.80), being overtime performed by said E. Mathiesen, under the direction of the City Engineer, John Ericson, during the excavating for the erection of the new County Building, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the request of the Commissioner of Public Works attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of

Public Works be and he is hereby authorized and empowered to issue a voucher in favor of the Roemheld and Gallery Company for the sum of $920.00 on account of certain additional work done in connection with the boiler-room extension at the 68th street pumping station. The Comptroller is hereby authorized to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher to H. Schwench in the sum of two hundred and seventy-five dollars ($275.00), same to be in full of all claims for damages caused by an accident to the team and wagon of said H. Schwench by falling into the Lawrence avenue sewer, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of a sub-committee attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow a bill of extras not to exceed $42.90 (forty-two and ninety one-hundredths dollars) as per estimate of F. P. Smith Wire & Iron Works for extra work necessary to complete the work on the police station at Addison and Halsted streets, Chicago, Illinois, in accordance with his recommendation attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Bennett presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to put in three-inch water main for the Woodlawn Park M. E. Church to connect with the water main in Woodlawn avenue or 64th street, said connection to be without meter or cost to said institution, provided that the rights and privileges hereby granted may be revoked by the Mayor at any time at his discretion.

Ordered, That the Commissioner of Health be and he is hereby authorized to advertise for bids for the construction of night soil reduction plants, in accordance with contract between the city and McDonnell and Brennan, in accordance with his request attached hereto.

Ordered, That the Commissioner of Public Works be and he is hereby authorized to employ the force in the Map Department, working nights, to prepare and revise atlases which are under contract for re-binding to the W. G. Lloyd Company, in accordance with his request of November 5th, 1906, attached hereto, the compensation for said work to be charged to the unexpended portion of the salary appropriations for the Bureau of Maps.

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from appropriation for protection of street ends and public ways, 34 N-2, the sum of four hundred sixty-five dollars ($465.00) to appropriation for dredge inspection, in accordance with the request of the City Bridge Engineer attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer to Account 38 B 1, general improvement and maintenance of parks, in the appropriation of the Special Park Commission, the following items: From Account 38 B 2, unimproved parks, the sum of $2,500.00; from Account 38 B 6, Jefferson Park Annex, the sum of $500.00; from Account 28 B 7, rental of store-rooms, etc., the sum of $958; from Account 38 B 9, cement walks, the sum of $270.44.

Ordered, That the City Comptroller be and he is hereby authorized to transfer from the appropriation of the Water Bureau Stationery, Printing, etc., 42 J. 1, the sum of four thousand dollars ($4,000.00), to the appropriation for reimbursing the Bureau of Engineering, account 42 Z.Z. A-1, in accordance with the recommendation of the Commissioner of Public Works attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized to transfer twelve thousand five hundred dollars ($12,500.00) from an appropriation for equipment of an engine company in the quarters of engine company No. 51, to an appropriation to be applied toward the equipment of a new company at 814-816 West Erie street, at which place the house is now ready for occupancy, in accordance with the request of the Fire Marshal attached hereto.

Ald. Bennett presented the claims of First National Bank, Geo. B. Springer, Geo. D. Burley and Margaret R. Humphrey, executrix; John Peterson & Co., J. B. Seward, Geo. Heral, Henry Gilsdorff & Son, R. J. Powers, S. M. Goble, Geo. G. Newbury & Co., Clayton F. Summy Co., W. W. Evans and Mary H. Wilder, (by C. P. Wilder) which were

Referred to the Committee on Finance.

Ald. Bennett moved that the claim of J. B. O'Connell, attorney for Crofts & Reed et al., placed on file October 1st, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

Ald. Snow presented an ordinance in favor of Jas. Barsaloux for scale, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Snow presented the following resolution, which was referred to the Committee on Gas, Oil and Electric Light:

WHEREAS, It is reported in the public press that a proposition is under consideration looking to the leasing of the Chicago Edison Company to the Chicago Subway interests, the latter being the interests controlling the franchise granted the Illinois Telephone & Telegraph Co., both being public service corporations existing and doing business by virtue of franchise rights granted by the City of Chicago; and

WHEREAS, It further appears in the public press that the basis of the proposed leasing of the Chicago Edison Company is a "guarantee for three years of a dividend of 8 per cent on Chicago Edison stock, and for the succeeding two years 8½ per cent, and for the remaining period of the lease 9 per cent" with the lease to be made for a period of ninety-nine years; and

WHEREAS, The Chicago Edison Company is now operating under a franchise that expires in 1912, while the franchise of the Illinois Telephone and Telegraph Co. expires in 1929; and

WHEREAS, The Legislature of Illinois in 1905 enacted a statute, since adopted by popular vote providing that "the City of Chicago shall have the power and authority to sell surplus electricity for heat, light and power within the corporate limits of said city, and is hereby empowered to prescribe by ordinance maximum rates and charges for the supply of gas and electricity for power, heating and lighting furnished by any individual company or corporation to such city and the inhabitants thereof," the only limitation upon such right being that the rates and charges established shall be just and reasonable; therefore, be it

Resolved, By the City Council of the City of Chicago,

First, That it is contrary to public policy and inimical to proper public control for public service corporations to enter into contractual relations or assume contractual obligations extending beyond the term of the franchise under which they are operating; and

Second, That the rate charged for public services rendered by public service corporations should not be one calculated to return greater than 6 per cent as the annual dividend upon the capital actually invested in the plant of such corporation, such capital not to include any capitalization either of franchise or good will; and, be it further

Resolved, That the Committee on Gas, Oil and Electric Light be and is hereby instructed to investigate the reported merger and to report to this Council all facts connected therewith.

EIGHTH WARD.

Ald. Moynihan presented an ordinance amending the Revised Code of 1905 in re "Fire Limits," which was

Referred to the Committee on Building Department.

Ald. Moynihan presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to notify the Calumet Electric Railway Company to at once fill in and make their tracks passable for team traffic on the following streets: Avenue L from 104th to 108th streets; 108th street from Avenue L to the Indiana State line.

Ordered, That the Commissioner of Public Works be and he is hereby directed to notify the South Chicago City Railway Company to fill in and make their tracks passable for team traffic on the following streets: Indianapolis avenue from Ewing avenue to the Indiana State line; Ewing avenue from 104th street to 108th street; and 106th street from Calumet River to the Indiana State line.

Ald. Moynihan presented the following order:

Ordered, That the Commissioner of Health be and he is hereby authorized to appoint a superintendent for the purpose of compiling data on vaults unconnected with sewers, and to have charge of the inspectors of vaults of the unsewered districts, the salary of the said employe shall be paid from the miscellaneous receipts for the year 1906, and shall not exceed $150.00 per month; said superintendent shall have compiled a list of all vaults within the city limits and keep a public record of the same and cause all vaults to be cleaned when in an unsanitary condition.

Which was, by unanimous consent, on motion of Ald. Moynihan, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Moynihan presented orders for a sewer in Ewing avenue from 107th street to 108th street; to dedicate for street purposes west half of Sherman avenue between 81st and 82d streets and to pave entire street; and to amend order for improvement of Indianapolis avenue; which were

Referred to the Board of Local Improvements.

Ald. Derpa presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place a fire alarm box at the corner of 108th streeet and Torrence avenue, and to place police patrol boxes at the following locations: 130th street and Houston avenue; 132d street and Erie avenue; 133d street and Superior avenue; 133d street and Carondolet avenue; 134th street and Ontario avenue; 135th street and Buffalo avenue, and 136th street and Howard avenue; as per attached petitions.

Ald. Derpa presented the claims of Thos. Piecknik, Joe Rybarzzyk and John Kaczale, which were

Referred to the Committee on Finance.

Ald. Derpa presented an order for opening Bennett avenue between 71st and 72d streets, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with slag macadam a system of streets as follows: Saginaw avenue from Railroad avenue to 77th street, etc.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cinder sidewalk on both sides of 89th street from The Strand to Superior avenue.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinanct for a cinder sidewalk on both sides of 89th street from Superior avenue to Commercial avenue.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in Coles avenue between 79th street and Cheltenham place.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in 78th place between Coles avenue and Railroad avenue.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston,

Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented the claims of John W Becker & Co., agent, which were

Referred to the Committee on Finance.

Ald. Harris presented an order for paving Burlington street from 16th street, to 18th street, which was

Referred to the Board of Local Improvements.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay a 4-inch water service pipe into St. Joseph's Slavonic Catholic Church and School on West 17th place east of Halsted street without meter.

Ald. Scully presented an order in the matter of opening certain streets across the Chicago River in connection with the proposed widening of Halsted street, which was

Referred to the Board of Local Improvements.

TWELFTH WARD.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of South Western avenue, from Ogden avenue to Blue Island avenue and 26th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of South Western avenue, from Ogden avenue to Blue Island avenue and 26th street," passed July 9, 1906, be and the same is hereby repealed.

SECTION 2. That the Attorney for the Board of Local Improvements be and he is hereby directed to dismiss the petition in said case, under Docket 31373 of the County Court of said County.

SECTION 3. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Mcynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Riley presented a petition of Walker & Ehrman Manufacturing Company for vacation of alley in 12th street addition, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Riley presented an amendment to Section 421 of the Revised Code of 1905 in re alcove rooms, which was

Presented to the Committee on Building Department.

Ald. Riley presented the following

order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to remove the fire hydrant in front of No. 543 South Sacramento avenue.

Ald. Considine presented the claim of Water Certificates 32260 and 32261, which was

Referred to the Committee on Finance.

FOURTEENTH WARD.

Ald. Harkin presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to report at once to this Council what progress, if any, has been made by the Metropolitan West Side Elevated Railway Company in installing arc lights at streets crossed by its structure, as required by the terms of the ordinance passed on March 30th, 1906.

Ald. Maypole presented the claim of Julius Johnson, which was

Referred to the Committee on Finance.

SIXTEENTH WARD.

Ald. Nowicki presented an order for the transfer of a saloon license from No. 18 Sennott place to 1088 North Winchester avenue, which was

Referred to the Committee on License.

Ald. Schermann presented an order for paving first alley north of Milwaukee avenue from Dickson street to North Ashland avenue; an order for paving Mautene court from Milwaukee avenue west to its termination, which was

Referred to the Board of Local Improvements.

SEVENTEENTH WARD.

Ald. Sitts presented the claim of John E. Burns Lumber Company, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of North Morgan street from west Chicago avenue to Milwaukee avenue.

By unanimous consent, on motion of Ald. Sitts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

EIGHTEENTH WARD.

Ald. Brennan presented the following order, which was, on motion, duly passed:

Ordered, That the Corporation Counsel be and he is hereby directed to at once take steps to have dissolved the injunction secured by the Pennsylvania Railroad Company restraining the city from tearing up the tracks of said company in alley between Fulton street, Carroll avenue, Clinton street and Jefferson street.

Ald. Conlon presented an order for the elevation of the tracks of the Chicago and Northwestern Railway Company, the Chicago, Milwaukee and St. Paul Railway Company, and Pan Handle Railway, from Ada street to Canal street, which was

Referred to the Committee on Track Elevation.

NINETEENTH WARD.

Ald. Powers presented an ordinance establishing the office of Commissioner of Industries, which was

Referred to the Committee on Finance.

Ald. Powers presented the following order, which was, on motion, duly passed:

Ordered, That the City Comptroller be and he is hereby directed to pay all city employes before Thanksgiving Day.

Ald. Bowler presented the claim of Carmine Paladino, which was

Referred to the Committee on Finance.

TWENTIETH WARD.

Ald. Stewart presented an order for paving the alley between Madison street and Warren avenue, and Robey street and Hoyne avenue, which was

Referred to the Board of Local Improvements.

Ald. Finn presented the claim of Mary Thompson Hospital, which was

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

Ald. Reese presented the following order, which was, on motion duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to take immediate steps to repair and put in good order the asphalt pavement on Wells street; also on Clark street, from Illinois street to Division street.

Ald. Foell presented the claims of Jewett Ricker and W. E. Haxton, which were

Referred to the Committee on Finance.

TWENTY-SECOND WARD.

Ald. Sullivan presented an ordinance in favor of Pettibone, Mulliken & Co., for a switch track along the easterly side of Hawthorne avenue, north of Eastman street, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Sullivan presented an ordinance in favor of Montgomery Ward & Co. for a switch track in Hawthorne avenue and North Branch street, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Sullivan presented an ordinance for vacating an alley in Block 57, in J. A. Yale's Re- Subdivision in Elston's Addition to Chicago, which was

Referred to the Committee on Streets and Alleys, North Division.

TWENTY-FOURTH WARD.

Ald. Hahne presented an ordinance in favor of Tonk Manufacturing Company for a switch track, which was

Referred to the Committee on Streets and Alleys, North Division.

TWENTY-FIFTH WARD

Ald. Dunn presented the claim of Albert Goetz, which was

Referred to the Committee on Finance.

Ald. Williston presented an ordinance vacating an alley in Thos. S. Walker's Subdivision of Laflin Smith and Dyer's Subdivision (Walter S. Bogle beneficiary), which was

Referred to the Committee on Streets and Alleys, North Division.

TWENTY-SIXTH WARD.

Ald. Reinberg presented the claim of Phillip Stockhausen, which was

Referred to the Committee on Finance.

TWENTY-SEVENTH WARD.

Ald. Siewert presented a draft of an ordinance entitled "An ordinance granting permission to the Chicago, Evanston and North Shore Railway Company

to construct, maintain and operate an electric passenger railway in the City of Chicago," which was

Referred to the Committee on Local Transportation.

Ald. Siewert presented the following order:

Ordered, That in the Twenty-seventh Ward the Board of Education may acquire by purchase or condemnation Lots 10 and 11, Block 37, Irving Park.

Which was, by unanimous consent, on motion of Ald. Siewert, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Siewert presented the claims of H. O. Finsted, Pickering and Williams, August Art, which were

Referred to the Committee on Finance.

Ald. Blase presented the following orders, which were, on motion duly passed:

Ordered, That enough cinders to be hauled by the city teams from the Springfield Avenue Pumping Station, be placed in front of, and along side of the Thirty-sixth Precinct Police Station, at Milwaukee avenue and Irving Park boulevard to make the walk passable, the present sidewalk space now resembling a quagmire. Petition of citizens for walks hereto attached.

Ordered, That the City Electrician be and he is hereby directed to have placed on Avondale avenue (south of C. and N. W. railway tracks) five gasoline lamps.

Ald. Blase presented the claim of N. B. Nielson, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West Diversey avenue, from North Hamlin avenue to North 40th avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the southerly side of West Lawrence avenue, from Milwaukee avenue to North 56th avenue, etc.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully,

Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sidewalk on both sides of Humboldt avenue, from North 48th avenue to North 50th avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on both sides of Humboldt avenue, from North 48th avenue to North 50th avenue," passed November 4, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed December 9, 1903, Warrant No. 32652, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Herlihy presented the following order, which was on motion duly passed:

Ordered, That the Superintendent of Streets be and he is hereby ordered to remove all obstructions on Bloomingdale road between Robey street and Kedzie avenue.

TWENTY-NINTH WARD.

Ald. Wendling presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the sidewalk line on the east side of Paulina street, between 54th and 55th streets be and the same is hereby established at the curb line.

SECTION 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. This ordinance shall be in force and effect from and after its passage.

Which was, on motion of Ald. Wendling, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch,

Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Wendling presented the following orders, which were, on motion duly passed:

Ordered, That the City Electrician be and he is hereby directed to place gasoline lamps on the following streets, to-wit: Winchester avenue, between 51st and 55th streets, Robey street, between 51st and 55th streets, Lincoln street, from 51st to 55th street, Hoyne avenue, between 51st and 55th streets, James street, between Robey street and Hoyne avenue.

Ordered, That the City Electrician be and he is hereby directed to place gasoline lamps on Honore street, between 53d and 55th streets.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place gasoline lamps on Wood street, from 51st street to 55th street; on Paulina street, from 51st street to 55th street; on Winchester avenue, from 47th street to 49th street; on corner 49th street and Wood street.

THIRTIETH WARD.

Ald. Bradley presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Thomas Nevin to place and maintain a water trough at 5101 Armour avenue, and connect the same with the water supply pipe in Armour avenue, in accordance with the rules and regulations of the Department of Public Works. Said trough shall be equipped with an automatic shut-off to prevent waste of water, and the said Thomas Nevin shall pay to the city as compensation for the water used such amounts as may be fixed by the Commissioner of Public Works. The privileges hereby granted may be revoked by the Mayor at any time at his discretion.

Ald. Bradley presented the claims of James Smith, Rosa Treulich, which was

Referred to the Committee on Finance.

THIRTY-FIRST WARD.

Ald. O'Connell presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby instructed to cause to be removed to proper sidewalk line so much of the cement sidewalk on the west side of Justine street, between 61st street and 62d street, which encroaches on private property as was laid by them under special assessment; and be it further

Ordered, That the Finance Committee be and they are hereby instructed to include in the appropriation bill for 1907, a sum sufficient to defray the cost of same.

Ald. O'Connell presented the claim of Chas. J. Sandstrom, which was

Referred to the Committee on Finance.

Ald. Roberts presented the claim of Peter Berghuis, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 55th street from South Kedzie avenue to South Homan avenue, etc.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow,

Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 67th place from South Robey street to South Hoyne avenue, etc.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 69th street from South Robey street to Loomis street, etc.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 71st street from South Leavitt street to South Robey street, etc.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in West 65th street from South Homan avenue to South Kedzie avenue.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved

and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Badenoch presented an ordinance in favor of International Harvester Company for a switch track, which was

Referred to the Committee on Streets and Alleys, South Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt a system of streets as follows: Lowe avenue from West 67th street to West 69th street, etc.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 87th street from South Centre avenue to South Winchester avenue, etc.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cinder sidewlak on the north side of West 87th street from South Centre avenue to South Wood street.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs,

Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in West 73d street between Halsted street and the Chicago and Western Indiana Railroad.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented an ordinance in favor of Grand Crossing Tack Co. for a switch track, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Hunt presented an ordinance in favor of Grand Crossing Tack Co. for pipes and conduit, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Hunt presented an order for a sewer in Anthony avenue from Adams avenue to 79th street, which was

Referred to the Board of Local Improvements.

Ald. Bihl presented ordinance in favor of Village of Dolton, for erection of poles, wires, etc., which was

Referred to the Committeee on Gas, Oil and Electric Light.

Ald. Bihl presented an order to provide in appropriation bill for fire station in manufacturing district on 120th street west of Halsted street, which was

Referred to the Committee on Finance.

Ald. Bihl presented an order for paving 120th street from Halsted street to Loomis street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of 91st street from Jackson Park avenue to 75 feet west of Adams avenue, etc.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordi-

nance for opening South Park avenue from 115th street to Kensington avenue.

By unanimous consent, on motion of Ald. Bihl the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Kohout presented the following ordinance:

AN ORDINANCE,

To amend an ordinance entitled "An ordinance requiring the Pittsburg, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Western Indiana Railroad Company, the Chicago and Grand Trunk Railway Company and the Union Stock Yards and Transit Company, respectively, to elevate the plane of certain of their railway tracks within the City of Chicago," passed October 23, 1899, and published on pages 1394 to 1429 inclusive, of the official records of the Council Proceedings of the City of Chicago. Also to amend an ordinance entitled "An ordinance requiring the Pittsburg, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, and the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company to change the plane of certain of their roadbed and railway tracks within the City of Chicago in conjunction with the elevation of the roadbed and tracks of the Chicago and Western Indiana Railroad Company, the Chicago and Grand Trunk Railway Company and the Union Stock Yards and Transit Company in conformity with the ordinance passed October 23, 1899, and published on pages 1394 to 1429 inclusive, of the official records of the Council Proceedings of the City of Chicago," passed June 18, 1900, and published on pages 618 to 645 inclusive, of the official records of the Council Proceedings of the City of Chicago:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance requiring the Pittsburg, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Western Indiana Railroad Company, the Chicago and Grand Trunk Railway Company and the Union Stock Yards and Transit Company are each, respectively, hereby ordered and required to elevate the plane of their roadbeds and tracks within certain limits of the City of Chicago," passed October 23, 1899, and published on pages 1394 to 1429 inclusive, of the Official Records of the Council Proceedings of the City of Chicago.

Also that the ordinance entitled, "An ordinance requiring the Pittsburg, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, and the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company to change the plane of certain of their roadbed and railway tracks within the City of Chicago in conjunction with the elevation of the roadbed and tracks of the Chicago and Western Indiana Railroad Company, the Chicago and Grand Trunk Railway Company and the Union Stock Yards

and Transit Company in conformity with the ordinance passed October 23, 1899, and published on pages 1394 to 1429 inclusive, of the Official Records of the Council Proceedings of the City of Chicago," passed June 18, 1900, and published on pages 618 to 645 inclusive, of the Official Records of the Council Proceedings of the City of Chicago, both of the above specified ordinances be and the same are hereby amended as follows, namely:

Amend Section 14 of said ordinance of October 23, 1899, right-hand column of page 1426, in the 34th line from the top of the page, by striking out the figures "1906" and in lieu thereof insert the figures "1907".

Also amend Section 14 of said ordinance of June 18, 1906, left hand column of page 642 in the seventh line from the top of the page, by striking out the figures "1906" and in lieu thereof insert the figures "1907."

SECTION 2. All the provisions of the ordinance of October 23, 1899, and the ordinance of June 18, 1900, hereby amended, shall apply to all things provided for and embraced in this ordinance unless otherwise herein specially provided. And the rights, obligations, powers and duties of the City of Chicago and the Pittsburgh, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Western Indiana Railroad Company, the Chicago and Grand Trunk Railway Company and the Union Stock Yards and Transit Company shall be the same in all respects as if said ordinances of October 23, 1899, and June 18, 1900, had originally contained all the matters and things contained in this ordinance, and said ordinances of October 23, 1899, and June 18, 1900, and this ordinance shall be construed together the same as if the matters and things herein specified had been contained in said ordinances hereby amended.

SECTION 3. This ordinance shall take effect from and after its passage and approval, provided, however, that the same shall be null and void if said Chicago and Western Indiana Railroad Company and said Pittsburgh, Fort Wayne and Chicago Railway, or its lessee, the Pennsylvania Company, shall not within fifteen (15) days from the passage of this ordinance file with the Mayor of the City of Chicago an agreement duly executed, whereby said companies shall undertake to do and perform all the matters and things required of them by this ordinance. After the filing of said agreement, as aforesaid, this ordinance shall be binding upon the City and said Chicago and Western Indiana Railroad Company and said Pittsburgh, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Railway Company, and shall not be materially modified or amended without the consent of said companies, but nothing in this ordinance contained shall be deemed a waiver or surrender of the police power of the City of Chicago or to deprive the city of the right to properly exercise such power.

Which was, by unanimous consent, on motion of Ald. Kohout, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

Ald. Kohout presented the following

order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to connect the main in Ogden avenue to the main in 22d street, along 44th court, for circulation purposes.

Ald. Kohout presented an order for a sewer in South 44th avenue, which was

Referred to the Board of Local Improvements.

THIRTY-FIFTH WARD.

Ald. Race presented the claims of Marcia A. Patrick and N. G. Carpenter, (3), which were

Referred to the Committee on Finance.

Ald. Hunter presented the following order:

WHEREAS, The Sanitary District of Chicago, at the request of the City of Chicago and the Town of Cicero, has undertaken to construct a large sewer which will serve as an outlet for the sewer system of the Town of Cicero and for the sewer system of a portion of the City of Chicago.

Ordered, That the Board of Local Improvements be and it is hereby directed to co-operate with the Sanitary District of Chicago in this matter, and the Board of Local Improvements is hereby authorized to employ its officials and employes in assisting the Sanitary District to prepare the plans, estimates, assessment rolls, and in the general conduct of the proceedings.

Which was, by unanimous consent, on motion of Ald. Hunter, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cinder sidewalk on the west side of South Central avenue from 12th street to the right-of-way of the Chicago Great Western Railroad.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West Harrison street from South 48th avenue to South 50th avenue, etc.

By unanimous consent, on motion of Ald. Hunter, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley,

Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of Madison street from South 48th avenue to South 50th avenue, etc.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

A recommendation. estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 12th street from South 44th avenue to South 46th avenue, etc.

By unanimous consent, on motion of Ald. Hunter, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sidewalk on both sides of West Superior street, from North 46th avenue to North 51st avenue, in the City of Chicago, County of Cook and State of Illinois:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on both sides of West Superior street, from North 46th avenue to North 51st avenue," passed November 11, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed May 5, 1903, Wt. 31977, be and the same is hereby annulled.

SECTION 2. This ordinance shall be force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley,

Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred sundry claims for refunds of 90 per cent. of special assessments for laying water pipes, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to make refunds of the 90 per cent. due the following persons on account of payments made for laying water pipes under the special assessment warrant numbers enumerated, upon presentation by the said persons of County Clerk's certificates of payment, or duplicate City Collector's receipts in accordance with the report of the Board of Local Improvements attached hereto.

Warrant 12699	Willis G. Hughes	$10.35
Warrant 12699	Joost Brothers...	25.51
Warrant 20780	Joost Brothers...	18.30
Warrant 17290	A. C. Selleck.....	7.20
Warrant 16963	A. C. Selleck.....	14.17
Warrant 17980	David Young....	16.01
Warrant 18067	Charles Hallstrom	14.31
Warrant 18067	Oscar Hallstrom..	13.50
Warrant 18415	P. Moore.....	11.70
Warrant 18419	Charles Peters...	10.80
Warrant 18736	James O'Brien...	23.40
Warrant 18779	J. P. Rusthoi.....	22.50
Warrant 19365	George Arnold...	22.50
Warrant 19572	Swedish Home of Mercy	50.05
Warrant 19572	S. Youngquist....	209.30
Warrant 20364	Joseph M. Spahn.	16.92
Warrant 20368	Alex Boome.....	6.37
Warrant 20370	M. O'Connor.....	31.14
Warrant 20430	Mrs. Theresa Schmidt	27.64
Warrant 20434	G. L. Ayers.....	63.12
Warrant 20566	Anna Henderson..	5.00
Warrant 20630	H. Helten.....	16.50
Warrant 21210	G. Snydacker Estate	26.40
Warrant 21327	J. J. Miller.....	146.63
Warrant 21931	Henry Hansen...	44.55
Warrant 22477	Anna R. Hurd...	8.06
Warrant 22590	Elsie Kann.....	58.10
Warrant 23111	Bridget Hogan...	14.25
Warrant 23111	J. O'Donohue....	14.25
Warrant 23148	Sarah McConnell.	17.01
Warrant 23233	Rev. Andrew Spetz	37.87
Warrant 20933	H. E. Hamilton..	42.84

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

This action is taken upon the several reports of the Board of Local Improvements attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Charles F. Bellair, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Charles F. Bellair in the sum of sixty-six and thirty-seven one-hundredths dollars ($66.37), in accordance with his recommendation, dated November 7th, 1906, and attached hereto, said amount being wages deducted on account of absence during illness, and the Comptroller is ordered to pay the same from the appropriation for salaries Bureau of Engineering.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of John Campbell for track elevation damages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby directed to allow a judgment to be taken against the city in favor of John Campbell in the sum of five hundred dollars ($500.00), same to be in full of all claims of damages to property situated at the southwest corner of 40th street and Armour avenue, by reason of the elevation of the railroad tracks at that point.

This action is taken in accordance with the recommendation of the Corporation Counsel attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of F. Carl Martini for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of F. Carl Martini in the sum of one hundred fifty-one and sixty-six one-hundredths dollars ($151.66), same being for wages deducted on account of absence of said F. Carl Martini, occasioned by illness during the months of August and September, and the Comptroller is ordered to pay the same from appropriation for salary in the Engineering Department.

This action is taken in accordance with the recommendation of the Assistant Engineer, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, Novemebr 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Jacob Mohr, for refund of duplicate building permit, having had the same under advisement, beg

leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Jacob Mohr the sum of four and no one-hundredths dollars ($4.00), same being amount paid for building permit A-6325, taken out in duplicate through error, and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken in accordance with the recommendation of the Commissioner of Buildings attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred bids for sale of Springer School site, having had the same under advisement, beg leave to report and recommend the rejection of all bids, in accordance with the recommendation of the City Comptroller attached hereto.

FRANK I. BENNETT,
Chairman.

DEPARTMENT OF FINANCE,
October 29, 1906.

Hon. F. I. Bennett, Chairman, Finance Committee:

DEAR SIR—I desire to make following report as to sale of Springer School site, bids for which have been submitted upon advertisement.

Upon investigation I find that the title of city to this property is defective in that the grantor to the Trustees Schools, 38-14 never had title to two of the lots comprising this property; there are also two or three tax deeds outstanding on these lots.

The property is on the northwest corner of Wabash avenue and 41st street, fronting 142.75 feet on Wabash avenue, and with a depth of 160.60 feet. The highest bid of $11,400.00 being that of M. Marks is at approximately $80.00 a foot for the Wabash avenue frontage and is but a little short of the value of the property.

When I discovered the defects in the title, I inquired of both bidders whether they would take a quit claim deed from the city of its title in present condition, and pay amount of highest bid, namely $11,400. Both have refused to do this.

As some time will be necessary before the title can be cleared up, I will therefore recommend that all bids be rejected and that the appropriate officers of the Board of Education be directed to clear up the title to this property.

Bids and papers herewith returned.

Very respectfully,
CLARENCE E. FISH,
City Real Estate Agent.

Approved:

L. E. MCGANN, *Comptroller.*

ALSO,

The same committee, to whom was referred petition of Robert E. Burke, in regard deposit of $30,000.00; claim of Walter Brothers for repairs to sewer; claim of George F. Harding for money expended on 1401 Michigan avenue; J. T. Hahn, Charles Peterson and C. B. Kimball, for refunds of assessments for laying water mains; E. Deegin, for sidewalk intersection and George W. Appleton for wages (adverse recommendations by the Board of Local Improvements attached); request of M. H. Palmer to build coal chute; report of the Commissioner of Public Works in regard Saturday half-holiday; claim of Charles L. Bennett, for compensation for extra services (claim

withdrawn); order directing the Comptroller to pay certain sums to special assessment warrant 22344; two ordinances relating to hours of labor; communication from the American Public Health Association in regard annual meeting; and a resolution relating to the expenditure of water funds, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, October 30, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Judiciary, to whom was referred a communication from the City Comptroller in re. publication of ordinances amending Revised Municipal Code, having had the same under advisement, beg leave to report and recommend the passage of the accompanying order.

Ordered, That the City Clerk be and he is hereby directed to print, in pamphlet form, all general ordinances passed since the adoption of the Revised Municipal Code of Chicago of 1905 and all ordinances amending said Code or any part thereof, and that he have printed a sufficient number to meet the needs of the different departments and offices of the city; and is further directed to print, in pamphlet form, for use of the offices and departments of the city, all general ordinances and all ordinances amending the Code which are passed hereafter.

WILLIAM E. DEVER,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance amending Section 1211 of the Revised Code of 1905, changing the kind of thermometers that may be used on condensers in rendering plants, and an ordinance amending Section 1409 of the Code concerning the licensing of meat markets, delicatessen stores, and fish and poultry markets, submitted a report recommending that the same be placed on file.

Ald. Dever moved to concur in the report.

The motion prevailed.

LICENSE.

The Committee on License, to whom was referred an ordinance amending Section 165 of the Revised Code of 1905, concerning the licensing of pool and billiard tables and bowling alleys, whether kept for profit or not, submitted a report recommending that the same be placed on file.

Ald. Dunn moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, vacating alleys in block north of 98th street, B. & O., R. R., and east of Avenue N, Taylor's Second Addition to South Chicago, having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance, with compensation as fixed by the Committee on Compensation.

AN ORDINANCE

Vacating and dedicating certain alleys in

the block lying north of 98th street and the Baltimore & Ohio Railroad Company's right of way and west of Avenue N.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the first public alley lying west of Avenue N, north of the Baltimore & Ohio Railroad Company's right of way, (and extending from same to the south line of the new alley to be dedicated, as hereinafter provided for) as colored in red and shown on the plat hereto attached and marked "Alley to be vacated" thereon; said plat being a plat of survey of Lots 18, 19, 20, 21, 22, 23 and 24 of the Subdivision of Lots 3 to 15, both inclusive, and Lot 40, Block 3; Lot 25, Block 12; all of Block 13 in Taylor's Second Addition to South Chicago, a subdivision of Southwest Fractional Quarter (¼) of Fractional Section 5 lying south of the Indian boundary line in Township 37 North, Range 15 east of the Third Principal Meridian in Cook County, Illinois, which plat is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance the owners of the above Lots 18, 19, 20, 21, 22, 23 and 24, who shall derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of forty-eight and fifty-four one-hundredths ($48.54) dollars; and further that this ordinance shall not take effect, nor shall the vacation herein provided for become effective until an alley 18 feet in width shall have been opened for public use through and upon the north end of said property shown on said plat; the new alley to be so opened being colored in green and indicated thereon by the words "alley to be dedicated"; and provided further that the owner or owners of said property shall also within thirty (30) days of the passage of this ordinance file for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing said vacation and said dedication.

SECTION 3. This ordinance shall take effect and be in force from and after its passage subject to the provisions of the preceding section.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting permission to Henry Hafer & Son to maintain two elevated switch tracks across 24th place, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority are hereby granted to Henry Hafer and Son Coal Company, their heirs, grantees and assigns, to construct, maintain and operate switching tracks and cars thereon, with steam or other suitable power from the most desirable point on the line of the elevated roadbed and tracks of the Chicago and Western Indiana Railroad Company south of the south line of 24th place at an elevation of about 27.5 feet above city datum and extending from said initial point northerly and crossing 24th place with a single switching track; also crossing the alley between 24th place and 24th street, 24th

street, and the alley between 24th street and 23d place to the south line of 23d place with two (2) railroad switching tracks by means of the construction of subways in 24th place and 24th street where the elevation of the level of the top of the rail of said switching tracks shall not be less than 27.5 feet above city datum, so that there shall be no depression of the streets at said subways; said switching tracks shall continue along and parallel with the west line of the Chicago and Western Indiana Railroad Company's right of way to the south line of 23d place. The crossing of said streets as mentioned above shall be made by means of subways of such dimensions, specifications and other details as described in Section 4a of this ordinance, and in accordance with maps hereto attached.

SECTION 2. Said switching tracks shall be elevated or constructed upon a trestle-work structure between the abutment walls of the streets and alleys mentioned in this ordinance.

SECTION 3. The said elevated switching tracks shall be carried across 24th place, the alley between 24th place and 24th street and the alley between 24th street and 23d place on suitable bridges of one or two spans whose superstructure shall consist of iron or steel main girders with iron or steel main floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath.

The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right of way and in curb lines of the intersecting avenues and streets, as provided in the schedule of subways herein contained.

Paragraph 4. Subways shall be constructed beneath the said switching tracks of Henry Hafer and Son Coal Company where said switching tracks are intersected and crossed by 24th place, and 24th street.

SECTION 4a. The subways mentioned in Section 4 of this ordinance and which shall be constructed with the elevation upon which said switching tracks are to be placed, shall as to their size, dimensions, location and other details be in accordance with the following schedule:

Subway in 24th place, under the switching track of Henry Hafer and Sons Coal Company. (Street, 40 feet wide).

There shall be no depression of the street.

The floor of the subway shall not be less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway under the tracks of the Chicago and Western Indiana Railroad Company and on the west to a connection with the established grade of the street in 24th place.

Width between walls of subway, 40 feet.

Width of roadway, 30 feet in subway.

Width of sidewalks, 5.0 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same.

Clear head-room, 12.0 feet.

Subway in 24th street, under the switching tracks of Henry Hafer and Son Coal Company. (Street, 66 feet wide).

There shall be no depression of the street.

The floor of the subway shall not be less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway

under the tracks of the Chicago and Western Indiana Railroad Company and on the west to a connection with the established grade of the street in 24th street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of the subway shall be the same as they now exist.

The depresion of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.5 feet.

SECTION 5. All the work hereinbefore required to be done by said Henry Hafer and Son Coal Company, or upon or in connection with the public streets of the city mentioned in this ordinance, shall be done and performed under the supervision and subject to the inspection and approval of the Commissioner of Public Works of the City of Chicago. At least ten (10) days prior to the commencement of any part of such work the plans and specifications thereof shall be submitted to the Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance, in so far as this ordinance contains specific provisions, and in the absence of such provisions if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 6. Permission and authority hereby given to continue twenty (20) years, provided, however, that the said Henry Hafer and Son Coal Company shall enter into a good and sufficient bond with the City of Chicago, to be approved by the Mayor of said City, in the penal sum of five thousand ($5,000) dollars, to hold and save harmless the City of Chicago from all damage, expense or consequences arising from or incidental to the elevation or construction, maintenance or operation of said switching tracks; and

Conditioned, further, that the privileges given shall be enjoyed subject to all ordinances now in force concerning railroads and which may hereafter be passed, and also all ordinances that may be passed regulating in any way the switching tracks as laid and constructed in conformity with this ordinance, or which regulates the operating of the same; and

Provided, further, that in consideration of the privileges hereinbefore granted to said Henry Hafer and Son Coal Company, their heirs and assigns, said Henry Hafer and Son Coal Company shall pay to the City of Chicago the sum of one hundred ($100.00) dollars per annum, payable semi-annually in each and every year during the life of this ordinance beginning January 1, A. D. 1907.

SECTION 7. This ordinance shall take effect from and after its passage and approval.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting permission to S. Led-

erer Co. to maintain coal vault, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation.

AN ORDINANCE

Authorizing S. Lederer Co. to construct and maintain a coal vault in the public alley in the rear of the building at the southeast corner of Commercial Avenue and 91st street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to S. Lederer Co., a corporation, its successors and assigns, to construct and maintain a coal vault ten (10) feet by thirty (30) feet in size with iron cover for same, in the public alley in the rear of the building at the southeast corner of Commercial avenue and 91st street; the same to be located substantially as shown on plat hereto attached, which is hereby made a part of this ordinance; said coal vault shall be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and the same are to be filed in the office of said Commissioner, and the iron door covering the same shall be constructed and maintained in a safe and workmanlike manner under the supervision and to the satisfaction of the said commissioner.

SECTION 2. The permission and authority hereby granted shall cease and terminate ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or otherwise said grantee, its successors or assigns, shall restore the portion of the alley where said coal vault is located to the same condition, safe for public travel, as the other parts of said alley in the same block and satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said city.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein granted, and conditioned further to observe and perform all and singular the conditions and privileges of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the street in which said coal vault is located and the iron cover for same in a condition safe for public travel, to the satisfaction of the Commissioner of Public Works, and the permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to and regulating the use of space underneath public streets and alleys and the maintenance of coal vaults therein.

SECTION 5. In consideration of the

privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of ten and no one-hundredths ($10.00) dollars per annum for each and every year during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall fail promptly to pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance of the same, and the bond hereinabove provided for, within thirty (30) days from the date of the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee to whom was referred an ordinance and petition to make a certain part of Bowen avenue a boulevard, and an ordinance vacating certain part of Park court, submitted reports recommending that the same be placed on file.

Ald. Bihl moved to concur in the reports.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Hunter, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance vacating alley in Davis' Addition, Block 5, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the public alley lying and being between Lots twelve (12) to thirty-two (32), both inclusive, on the west, and Lots thirty-three (33) to fifty-three (53), both inclusive, on the east, all in Block five (5), in Davis' Addition to Chicago, as shown on the plat of said Block five (5) in Davis' Addition to Chicago, which said plat is hereto attached and made a part of this ordinance, be, and the same is hereby, vacated, inasmuch as said portion of said alley is no longer required for public purposes; *provided,* however, that this ordinance shall not take effect, nor shall the vacation herein provided for become effective unless the Sullivan Machinery Company, who may derive a pecuniary advantage from this vacation, shall pay to the City Collector of the City of Chicago the sum of two thousand sixty-nine and eighteen one-hundredths ($2,069.18) dollars, within thirty (30) days from the date of the passage hereof, and shall within thirty (30) days file for record in the office of the Recorder of Deeds of Cook County, a plat showing the part of the alley so vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of Section 1 hereof.

THOS. M. HUNTER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Hunter, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance granting Jos. T. Ryerson and Son permission to maintain two switch tracks, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation.

Be it ordained by he City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted unto Joseph T. Ryerson and Son, a corporation, and its assigns, to lay down, construct, maintain and operate two railroad switch tracks, beginning on the south line of Eighteenth street near the westerly edge of the right of way of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, and thence running northwesterly across 18th street and thence running in a northerly direction across the private property of Joseph T. Ryerson and Son to 16th street, substantially as shown in yellow on the blue print which is hereto attached and made a part of this ordinance.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portion of Eighteenth street as is occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore the portion of Eighteenth street occupied by said switch track to a condition safe for public travel ,similar to the remaining portion of that street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. And the grantee herein agrees, at its own expense, to keep a watchman stationed upon that part of Eighteenth street occupied by said switch track at all times while switching is actually taking place across said street. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago. When the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company lying and being on Eighteenth street, next east of said switch tracks shall be elevated, the grantee agrees to forthwith elevate said switch tracks to conform to said elevation of the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

SECTION 5. In consideration of the privileges hereby granted, the said Joseph T. Ryerson and Son shall pay to the City of Chicago the sum of one hundred twenty-five ($125.00) dollars per annum, in advance, each and every year during

the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fails to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. In consideration of the passage of the within ordinance, that certain ordinance which was passed by the City Council of the City of Chicago upon June 5th, 1906, granting unto Joseph T. Ryerson and Son the right to maintain a single railroad switch track across Eighteenth street near Rockwell street, is hereby repealed.

SECTION 8. This ordinance shall take effect and be in force from and after its passage and approval, provided that an acceptance of all the terms and conditions of said ordinance and the bond hereinabove mentioned be filed within thirty (30) days from the passage hereof.

THOS. W. HUNTER,
Chairman.

ALSO,

The same committee, to whom was referred an order to open West Berteau avenue, from Milwaukee avenue to North 52d avenue, and an order to open North 52d avenue, from Irving Park boulevard to Montrose avenue, submitted a report recommending that the same be referred to the Board of Local Improvements.

Ald. Hunter moved to concur in the report.

The motion prevailed.

ALSO,

The same committee, to whom was referred an ordinance granting permission to the Chicago, Burlington and Quincy Railway Company to lay tracks in Union and Lumber streets, submitted a report recommending that the same be placed on file.

Ald. Hunter moved to concur in the report.

The motion prevailed.

BUILDING DEPARTMENT.

The Committee on Building Department submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, November 8, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Section 655 of the Revised Municipal Code in re storage of lumber,

having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 655 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"655. No lumber shall be piled for the purpose of storage, seasoning or drying the same, within fifty feet of any planing mill or wood working manufactory, nor within one hundred feet of any private residence, unless the same has been erected since the establishment of such yard."

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

M. P. RILEY,
Chairman.

ALSO,

The same committee, to whom was referred an order granting permission to Mickel and Pitzele to hang a wooden sign, submitted a report recommending that the same be placed on file.

Ald. Riley moved to concur in the report.

The motion prevailed.

WATER DEPARTMENT.

The Committee on Water Department submitted the following report, which was, on motion of Ald. Reese, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Water Department, to whom was referred an ordinance in re water rates for water used other than through regular water mains, having had the same under advisement, beg leave to report and recommend that the ordinance be passed.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. All persons, firms or corporations taking water from any water tunnel constructed by the City of Chicago by means of a direct connection therewith, shall pay for such water the meter rates prescribed by the Revised Municipal Code of Chicago of 1905 less two (2) cents per thousand gallons. All such water shall be measured by meters installed by the user at his own expense, and all such meters shall be approved by the Commissioner of Public Works.

SECTION 2. All persons, firms or corporations drawing any water from any conduit constructed by the City of Chicago other than a water tunnel shall pay therefor at the rate of one dollar ($1.00) per year per horse power when such water is used for condensing purposes only, and an additional charge of fifty (50) cents per horse power per year when such water is used for boiler feed purposes. Whenever any water is drawn from such conduit for purposes other than condensing or boiler feed, the user thereof shall pay the meter rates prescribed by the Revised Municipal Code of Chicago of 1905 less two and one-half (2½) cents per thousand gallons. All water drawn from such conduits and used for purposes other than condensing or boiler feed shall be supplied by a separate pump and measured by a meter installed by the user thereof at his own expense, each meter to be approved by the Commissioner of Public Works.

SECTION 3. All persons, firms or corporations drawing water from Lake Michigan or the Chicago River or any branch thereof and conducting the same through pipes or conduits laid in public streets or alleys, shall pay to the city for the use of such street or alley seventy-five (75) cents per horse power per year where such water is used solely for condensing purposes, and where such water is used for boiler feed purposes an additional charge of thirty-five (35)

cents per horse power per year shall be paid. When any water drawn through such pipes or conduits is used for purposes other than condensing or boiler feed, the charge therefor shall be one and one-half (1½) cents per thousand gallons, and all such water shall be pumped by separate pump and measured by a meter installed by the user thereof, such meter to be approved by the Commissioner of Public Works.

SECTION 4. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. This ordinance shall be in full force and effect from and after its passage.

OTTO REESE,
Chairman.

ALSO,

The same committee to whom was referred an ordinance to amend Sections 2394 and 2429 of the Revised Code of 1905, concerning the installation of water meters, and providing a "flat" rate of eight ($0.08) cents per thousand gallons for water supplied through meters; also an ordinance amending Section 2429 of the Code establishing a flat rate of fifty-two and one-half ($0.52½) cents per thousand cubic feet for water supplied through meters; also an ordinance amending Sections 2403 and 2417 of the Code, requiring the installatinon of meters on sprinkling wagons; also an ordinance requiring that plats be submitted with applications for water service pipes; and a communication from the Commisioner of Public Works concerning fees charged property owners by improvement associations using city water free of charge, submitted reports recommending that the same be placed on file.

Ald. Reese moved to concur in the reports.

The motion prevailed.

TRACK ELEVATION.

The Committee on Track Elevation, submitted the following report, which was, on motion of Ald. Kohout, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Track Elevation, having had under advisement an ordinance prepared in place of the ordinance passed February 19, 1900, and under which no work has been done, recommend for passage, this ordinance as a substitute.

AN ORDINANCE

Requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbed and railway tracks within the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The Chicago Terminal Tranfer Railroad Company is hereby ordered and required to elevate the plane of its roadbed and tracks within certain limits of the City of Chicago in manner and upon the conditions hereinafter specified, that is to say:

Paragraph 1. Beginning at a point on the south line of West Twelfth street on the existing elevated roadbed and tracks at an elevation of about 19.2 feet above city datum, as established by ordinance passed by the City Council of the City of Chicago January 18, 1897, and published on pages 1440 to 1457 inclusive, of the official records of the Council Procedings, from said initial point said elevated roadbed and tracks of the Chicago Terminal Transfer Railroad Company shall continue in a northerly and westerly direction on a gradient of about 0.40 per centum for a distance of about four hundred and fifty (450) feet to a point about on the west line of Rockwell street, where an elevation of not less

than 21.0 feet above city datum shall be attained, and crossing at grade in said last mentioned course the existing elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway and the Chicago and Northwestern Railway Companies, as prescribed by ordinance passed January 18, 1897; thence said elevated roadbed and tracks shall continue in a northerly and westerly direction on an ascending gradient of about 0.39 per centum for a distance of about one thousand three hundred and twenty (1,320) feet to a point about 20 feet east of the east line of South California avenue, where an elevation of not less than 26.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.019 per centum for a distance of about two thousand six hundred and eighty (2,680) feet to a point about 20 feet east of the east line of South Kedzie avenue, where an elevation of not less than 26.5 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level grade for a distance of about one-thousand four-hundred and forty-five (1,445) feet to a point about 20 feet west of the west line of South Homan avenue where an elevation of not less than 26.5 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.26 per centum for a distance of about one thousand three hundred and twenty-five (1,325) feet to a point about 20 feet west of the west line of South Central Park avenue where an elevation of about 30.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.35 per centum for a distance of about one thousand (1,000) feet to a point about 20 feet east of the east line of Douglas boulevard where an elevation of not less than 33.5 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level grade for a distance of about two thousand nine hundred and sixty (2,960) feet to a point about on the west line of South 42d avenue where the same elvation of 33.5 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.208 per centum for a distance of about one thousand three hundred and twenty (1,320) feet to a point about on the west line of South Forty-fourth avenue where an elevation of not less than 36.25 feet above city datum shall be attained, as established by ordinance passed by the City Council of the City of Chicago October 15, 1906, and published on pages 1506 to 1523 inclusive of the official records of the Council Proceedings.

Paragraph 2. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Paragraph 3. The railroad company mentioned in this ordinance is hereby authorized to make such connections with and such changes in the position, number and alignment of its main and side tracks, and switch connections upon its roadbed and tracks where elevated as may be desirable in order to carry out the provisions of this ordinance.

SECTION 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, brokenstone or whatever else may compose the surplus materials excavated from the subways and from the foundation pits and trenches along the lines of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said em-

bankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right-of-way of said company such portion of said embankments at all such points shall be kept within said right-of-way lines by, or they shall be confined between retaining walls of stone, concrete or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to properly protect said right-of-way, and to prevent trespassing thereon, then said retaining walls as aforesaid shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all the right-of-way of said company shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

SECTION 3. The said elevated tracks shall be carried across all intervening streets, avenues and alleys which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans whose superstructure shall consist of iron or steel girders with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm-water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad's right-of-way and in center and curb lines of the intersecting avenues and streets.

SECTION 4, Paragraph 1. Subways shall be constructed beneath the tracks of the Chicago Terminal Transfer Railroad Company where said tracks are intersected and crossed by South Washtenaw avenue, South Fairfield avenue, South California avenue, South Francisco avenue, South Sacramento avenue, South Albany avenue, South Kedzie avenue, South Spaulding avenue, South Homan avenue, South Central Park avenue, Douglas boulevard, South Springfield avenue, South Fortieth avenue, South Forty-first avenue, South Forty-second avenue and South Forty-third avenue.

SECTION 4a. The several subways hereinbefore referred to in Section 4 of this ordinance, and which shall be constructed with the elevation upon which such tracks are to be placed, shall as to their size and dimensions, locations and other details be in accordance with the following schedule:

Subway in South Washtenaw Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.9 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 10.6 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Fairfield Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 0.7 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South California Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 1.2 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Francisco Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

There shall be no depression of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Sacramento Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

There shall be no depression of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

Two lines of posts may be placed in

curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Albany Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 1.5 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.6 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street, including the alley on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Kedzie Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Taylor street and the alley south of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Spaulding Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.5 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 fet to a connection with the present surface of street, including the east and west approaches into the alley.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines

and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Homan Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.6 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the north and south approaches into West Taylor street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one in the center of the roadway to support lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Central Park Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.1 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 16.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into West Taylor street and the alley on the west side of Central Park avenue and south of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Douglas Boulevard, Under the Chicago Terminal Transfer Railroad. (Boulevard, 250 Feet Wide).

This subway shall be constructed of such dimensions and according to such plans as may be agreed upon between the West Chicago Park Commisioners and the said Chicago Terminal Transfer Railroad Company.

Subway in South Springfield Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exced 2.4 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 19.8 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street, including the alley on the south side of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room 12.0 feet.

Subway in South Fortieth Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 73 Feet Wide).

The depression of the street shall not exceed 3.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 19.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alleys on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Forty-first Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.7 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alley on the south side of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Forty-second Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alley on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Forty-third Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.63 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.87 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

SECTION 4b. The grade of all the streets that intersect the approaches to subways described in Section 4 of this ordinance shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of the approaches connects with the present grade of street, and said vertical curve shall extend not less than twenty feet each side of said intersection of grades, and the middle ordinate of the vertical curve shall be equal to one-quarter of the difference between the elevation of the points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be required for the depression of such subways and approaches thereto. But the depressed portion of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and similar substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found, shall be replaced or suitable expedients and arrangements shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by said railroad company as indicated in Section 4a, at its sole expense, and under the immediate supervision and to the satismaction of the Commissioner of Public Works of the City of Chicago. And if in the construction of any of of said subways or approaches it shall become necessary to disturb, remove or destroy any pipes, conduits, wire or other property belonging to any private corporation or individual, all the cost and expense thereof and all damages thereto shall be borne and assumed by the City of Chicago and the said City will by con-

demnation, purchase or otherwise, secure to said railroad company the free and uninterrupted right to prosecute its work and will save the said railroad company harmless from any and all claims, demands, and suits arising therefrom and all damages which may be recovered therefor.

SECTION 6. The grade of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed in accordance with the provisions of this ordinance along the line of the several subways, shall be and the same are hereby changed so as to conform to the grades of said subways as they shall be depressed and constructed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several depressed subways provided for in this ordinance, by the construction of receiving basins properly located in or immediately adjacent to said subways which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways shall be below the grade of the adjacent sewers, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said company at its expense.

SECTION 8, Paragraph 1. The subways and approaches thereto so to be constructed by said company in said streets and avenues aforesaid shall all conform to the following structural requirements, viz.: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound, hard limestone or concrete masonry of standard dimensions and finish. and the sidewalks in the subways shall be finished and paved with Portland cement concrete of standard quality and workmanship; and the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago. The approaches to subways shall be excavated to the grade established by this ordinance and shall be in all other respects restored as near as may be to their former condition before being so excavated. Said railroad company shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars, conditioned that it shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, said railroad company hereby agrees to keep and maintain the improvement made by it without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for the period of ten (10) years from and after the completion and acetptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned by or through the use of faulty material or workmanship; provided, however, said railroad company shall not be required to keep or maintain any part of said im-

provement made under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago.

If said railroad company shall fail, neglect or refuse to repair, keep and maintain the said work done by it in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do, or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from the said railroad company as is mentioned in this ordinance.

Paragraph 2. As tto the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railroad company, except that said railroad company is not required to restore any part of the paving of approaches or subways which it may be the duty of any street railway company or other corporation itself to restore under existing laws and ordinances.

Paragraph 3. Said company shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said company as is mentioned in this ordinance, except that said company shall not be required to pave any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by said elevated railroad shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages, conform the grade of its track or tracks to the said change of grade of said street, and nothing in this ordinance snall operate or be held to relieve such street railway companies from any liability now existing, however created, to pave or bear the expense of paving such streets between or on either side of the rails of its said tracks in the manner and form as now required.

Paragraph 5. Nothing in this ordinance contained shall be construed as to require said railroad company to assume or pay any direct, incidental or consequential damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation, depression or change of grade made in any of the public avenues, streets or alleys, or by the elevation of the tracks of said railroad company as herein required to be elevated, or to defend any suit or suits which may be brought against any party or parties for the recovery of such damages; be it understood and the City of Chicago hereby agrees that all such damages if any there be, shall be adjusted and paid by the City of Chicago and said city will, and hereby agrees, to assume the defense of any and all suits brought for the recovery of all such alleged damages, intervening therein if necessary for the purpose, and will wholly relieve sail railroad company from defending the same and hereby assumes and agrees to pay all judgments recovered against said railroad company.

The above stipulations in this paragraph are upon the condition precendent that in case any suit be brought against said railroad company, said company will before the last day to plead therein give notice in writing of such suit and of such

service to the Mayor and the Corporation Counsel of said city for the purpose of enabling such defense to be made by the city.

Paragraph 6. Said railroad company and any contractor employed by it in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

SECTION 9. All the work hereinbefore in this ordinance required to be done by said company upon or in connection with the public avenues and streets of the city, shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance in so far as this ordinance contains specific provisions, and in the absence of such specific provisions if they shall be satisfactory to the Commissioner of Public Works in regard to matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 10. Permission and authority is hereby given to said company whenever the same shall be necessary in the prosecution of the work which it is herein authorized or required to perform, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works, and it is also hereby authorized whenever the same shall be necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of its said elevated railroad tracks, subject to like approval of the Commissioner of Public Works.

SECTION 11. When the said railroad in Section 1 of this ordinance mentioned shall have elevated its respective tracks in accordance with this ordinance, so that the same shall be ready for use, then and thereupon all the provisions of the ordinances of the City of Chicago relating to speed of railway trains, the length of trains, the number of cars to constitute a train, and the maintenance of gates, flagmen, watchmen, signals and signal towers, and the ringing of bells shall cease to be applicable to said railroad; provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons, save employes of said company, in the discharge of their duties to enter or be upon or to walk along or across the said elevated structure or railroad at any place. If any person shall willfully trespass upon said elevated roadway such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one-hundred dollars for each and every offense.

SECTION 12. Said Chicago Terminal Transfer Railroad Company shall at least ten (10) days prior to the commencement of any part or parts of said work submit to the Commissioner of Public Works for his approval, complete plans and specifications of said part or parts of said proposed work for the purpose of ascertaining whether the same are in strict conformity with the provisions of this

ordinance; and after the approval of all such plans and specifications by the Commissioner of Public Works, all of said work shall be constructed in strict conformity therewith and to the entire satisfaction of the Commissioner of Public Works and not otherwise, except as herein otherwise provided.

SECTION 13. The railroad company mentioned in Section 1 of this ordinance and which is hereby required to elevate its tracks shall commence the work of such elevation on or before the first day of ————————, provided this ordinance has been accepted by said railroad Company or its Receivers, hereby required to elevate its tracks, and after such work has been commenced the same shall be prosecuted continuously and with all practical diligence and shall be fully and finally completed on or before the thirty-first day of December, ————, unless prevented by strikes or riots, or restrained by injunction or other order or process of a court of competent jurisdiction, the time which said railroad company shall be so prevented as aforesaid, shall be added to the time hereby given for the completion of said work, provided said railroad company give notice in writing to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceeding brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction or restraining order, and for any other proper order in such suit.

And it is further distinctly understood that if said company shall be delayed in the prosecution of said work required to be done under the provisions of this ordinance by reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals, as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or of any of its officers in the performance of the duties imposed upon the city and its officers by this ordinance in respect to the work herein required to be done by said railroad company, then and in that case the time which said railroad company shall be so delayed shall be added to the thirty-first day of December, ————, during which said company is required by the terms of this ordinance to complete said work.

SECTION 14. In consideration of the acceptance of this ordinance by said railroad company mentioned in this ordinance, it is hereby agreed that if the City of Chicago shall at any time hereafter open and extend any street or streets, avenue, alley or public way across the right-of-way and lands of said company between South Forty-fourth avenue on the west and Rockwell street on the east, such crossing shall be made by subway only and no claim for compensation on account of land taken for right-of-way of such street or streets, avenue, alley or publicway will be made by said railroad company, and such waiver of compensation shall attach to and run with such land in the hands of any grantee or grantees of such railroad company, but the sole cost and expense of the construction of such subway or subways and of such bridge or bridges as may be necessary to carry all the tracks on said company's lands and right-of-way and over such highways shall be borne and paid by the City of Chicago without expense to said railroad company mentioned in this ordinance, and in no case shall any such bridge or bridges or such subway or subways so to be built be inferior in any respect to the bridges and subways to be built by the railroad company across the streets provided for in this ordinance.

Such bridges shall conform to the general plan of the bridges provided for in this ordinance, except as to such changes in the details thereof as may be agreed

upon by the City Engineer of the City of Chicago and the Chief Engineer of said railroad company; but in all other respects such crossings shall be constructed in accordance with the provisions thereof in respect to streets named in this ordinance. The work of such construction shall be done by the railroad company and the amount to be paid by the city for such work and construction shall not exceed the actual and reasonable cost therof. Said bridges respectively shall support all the tracks of said company then existing and in use across the lines of the proposed street or streets at the time of the construction of such subway across such right-of-way of said company; but said railroad company shall not be required to do any work towards the construction of any such subway or subways until the cost thereof as may be estimated by the City Engineer and Chief Engineer of said railroad company shall have been first paid over to said railroad company or deposited in some responsible bank for its benefit and to be paid over to it at once upon the completion of said work.

SECTION 15. This ordinance shall take effect from and after its passage, approval and publication, provided, however, this ordinance shall be null and void unless said railroad company which is by this ordinance permitted and required to elevate its railroad tracks, shall through its authorized officers file with the City Clerk of the City of Chicago within thirty (30) days from the passage and approval by the Mayor of this ordinance, agreement or agreements duly executed, whereby said railroad company shall undertake to do and perform all the matters and things required of it by this ordinance; after the filing of said agreement by said company and not before, this ordinance shall not be materially modified or amended without the consent of said company affected by any proposed modification unless said company shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement.

Nothing in this ordinance contained shall be a waiver or surrender of the police powers of the city or be taken in any way to deprive the city of the right to properly exercise such power.

SECTION 16. Upon the passage and approval of this ordinance and the acceptance of the same by the duly authorized officers of the Chicago Terminal Transfer Railroad Company, or its Receivers, and the said acceptance shall be filed with the City Clerk of the City of Chicago, then and in that event the ordinance passed by the City Council February 19, 1900, published on pages 2491 to 2503 inclusive, of the Official Records of the Council Proceedings of the City of Chicago be and the same is hereby repealed.

J. F. KOHOUT,
Chairman.

COMMITTEE ON COMPENSATION.

The Committee on Compensation submitted the following report, which was, on motion of Ald. Snow, deferred and ordered published:

CHICAGO, November 12, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Compensation, to whom was referred petition of Central Trading Company for decrease of compensation, having had the same under advisement, beg leave to report and recommend the passage of the accompanying this Committee.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 3 of the certain ordinance, entitled, "An ordinance granting permission to the Central Trading Company to construct and maintain a bridge or covered passageway and connected canopies across the alley between State street and Wabash avenue," passed

May 21, 1901, be and the same is hereby amended by striking out the first eight lines of said section and the first word of the ninth line, and inserting in lieu thereof the following:

"That said Central Trading Company and its assigns shall pay to the City of Chicago, until these privileges are revoked seventeen hundred seven and ninety-two one-hundredths ($1,707.92) dollars per annum, payable in quarterly installments, in advance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment quarterly thereafter; and it is expressly understood and agreed that if any default is made in the payment of any quarterly installment, the privileges hereby granted shall at once terminate."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

B. W. SNOW,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Snow, ordered published and placed on file:

CHICAGO, Ill., Nov. 12, 1906.

To His Honor, the Mayor, and the City Council of the City of Chicago:

Your Committee on Compensation at a meeting held November 10th, 1906, directed the Commissioner of Public Works to issue to the Chicago Telephone Company a permit, revocable at will, to install and maintain five (5) 3½ inch iron pipes in Throop Street Water Tunnel, under the river at Throop street, one of the pipes to be the property of the City of Chicago, and the Telephone Company to pay to the City of Chicago, in addition to furnishing the free pipe. Twenty-five Dollars ($25.00) per year for the privilege granted; the permit, however, not to isue until the Corporation Counsel's office shall have indicated that no legal objection exists.

The Committee on Compensation also ordered that the Chief of the Bureau of Compensation issue a permit to William Smith to store a gasoline launch under the south approach of the Clark street bridge for four (4) months, upon a payment of One and Fifty One-hundredths Dollars ($1.50) per month for the privilege.

Respectfully submitted,
B. W. SNOW,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Snow, ordered published and placed on file:

CHICAGO, Ill., Nov. 12, 1906.

To His Honor, the Mayor, and the City Council of the City of Chicago:

Your Committee on Compensation begs to report that at its meeting, held November 3rd, 1906, the Commissioner of Public Works was instructed to notify all private owners of street scales now maintained within the City of Chicago that they are required to secure a permit for the maintenance of such scales, and to enter into a contract to pay therefor at the rate of $25.00 per annum.

The Committee further directed that the permit issued and the contract entered into should be revocable at the pleasure of the Council, or of the Commissioner of Public Works.

Respectfully submitted,
B. W. SNOW,
Chairman.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk on motion of Ald. Bennett, presented the report of the Committee on Finance on an ordinance amending Section 1853 of the Revised Code of 1905,

relating to Contractors' bonds of indemnity, deferred and published October 29, 1906, page 1831.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Hermy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 1853 of "The Revised Municipal Code of Chicago of 1905."

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1853 of "The Revised Municipal Code of Chicago of 1905" be and the same is hereby amended so as to read as follows:

"1853. (Contractor's Bond of Indemnity.) Whenever any work or improvement is let by contract, to any person or corporation, the officers of the city letting the same shall, in all cases, take a bond from such person, or corporation, with good and sufficient sureties, in an amount equal to the total amount the city is obligated to pay under such contract to insure the performance of the work in the time and manner required in such contract, and also to save and indemnify and keep harmless the said city against all liabilities, judgments, costs and expenses which may in any wise accrue against said city in consequence of the granting of such contract, or which may in any wise result from the carelessness or neglect of such person, or corporation, or his or its agents, employes or workmen, in any respect whatever; and conditioned also, that when any judgment shall be recovered against said city by reason of the carelessness or negligence of such person or corporation so contracting, or his or its employes or workmen, and when due notice has been given by the city to such person or corporation of the pendency of such suit, such judgment shall be conclusive against such person or corporation, and his or its sureties on such bond, not only as to the amount of damages, but as to their liability; and such bond shall be conditioned also for the payment of all claims and demands whatsoever which may accrue to each and every person who shall be employed by such contractor, or any assignee or sub-contractor of such contractor, in or about the performance of such contract; provided that where the execution of the contract requires the obstruction or opening up of any street, alley or other public place the bond of such contractor shall in no case be less than the sum of ten thousand ($10,000) dollars."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on an ordinance directing the laying of water mains in the alley south of Fifty-fifth street, from Sangamon to Morgan streets, deferred and published October 29, 1906, page 1831.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized and directed to lay an eight (8) inch water main in the first alley south of 55th street, from Sangamon street to Morgan street, connecting with the water mains now in service.

SECTION 2. For the purpose of defraying the expense of laying said water main there is hereby appropriated out of the water fund the sum of four hundred ($400.00) dollars, to be expended on vouchers approved by the Commissioner of Public Works.

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a petition of assistant engineers at pumping stations for an increase in compensation, deferred and published October 29, 1906, page 1832.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to increase the compensation paid to assistant engineers at the various pumping stations of the city to the rate of two thousand ($2,000.00) dollars per annum, to take effect on the first day of November, 1906, and the Comptroller is ordered to pay the additional compensation so allowed from the Water Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on claim of the Barry-Beach Company, for refund of building permit, deferred and published October 29, 1906, page 1832.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to the Barry-Beach Company the sum of fifteen ($15.00) dollars, same being refund of amount paid for building permit A-28939, and charge same to the

Finance Committee Fund, appropriations 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a petition of the receiver of the Chicago Terminal Transfer Railroad, for duplicate water pipe certificate, deferred and published October 29, 1906, page 1832.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue duplicate certificate of No. 81 Water Pipe Deposit Certificate, issued December 30th, 1886, to the Chicago and Great Western Railroad in the sum of eight hundred eighty-two ($882.00) dollars, upon the signing of a bond satisfactory to the Commissioner of Public Works, saving the city harmless on account of the issuance of said duplicate certificate.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of William J. Gleeson, for wages during illness, deferred and published October 29, 1906, page 1833.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue to William J. Gleeson a voucher in the sum of thirty-five and ninety-four one-hundredths ($35.94) dollars, being wages deducted during July on account of illness, and the Comptroller is ordered to pay the same from appropriation for Lake View Pumping Station. This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committe on Finance, on claims of J. Henry Kraft and James Wallace, for decrease of water taxes, deferred and published October 29, 1906, page 1833.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to decrease the water taxes assessed against the follow-

ing named persons in the amounts set opposite their names, same to be in full for claims for decreases of taxes assessed against the properties named:

J. Henry Kraft, 1765 Milwaukee avenue $112.00

(Provided that the balance of assessment due and unpaid is paid at once, and provided further that the attorney for the water office shall proceed to collect $58.50 from the user or users of the water, being the amount of the above which is collectable at this date).

James Wallace, No. 250 East 61st street .....$ 81.00

SPECIAL ORDER.

The Clerk, on motion of Ald. Dever, presented the ordinance amending Sections 705 to 715 of the Revised Code of 1905 concerning billboards, which had been substituted for the ordinance recommended by the Committee on Judiciary and published October 22, 1906, page 1744, and made a special order of business for 8:30 o'clock P. M.

Ald. Dever moved to take up consideration of the ordinance section by section.

Ald. Powers moved that the ordinance concerning billboards, temporarily deferred, page 1922, be published and that consideration on both ordinances be deferred for one week.

Ald. Bennett moved, as a substitute for the foregoing motion, that both ordinances be taken up section by section for discussion, and then deferred one week.

The motion of Ald. Bennett prevailed by yeas and nays as follows:

Yeas—Dixon, Foreman, Pringle, Richert, Young, Bennett, Snow, Derpa, Harris, Hurt, Hoffman, Zimmer, Uhlir, Considine, Harkin, Maypole, Smith Beilfuss, Nowicki, Schermann, Sitts, Dever, Stewart, Finn, Reese, Foell, Dougherty, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Burns, Bradley, O'Connell, Roberts, Hunt, Bihl—41.

Nays—Kenna, Coughlin, Harding, Martin, McCormick, Moynihan, Scully, Riley, Brennan, Conlon, Powers, Bowler, Sullivan, Jacobs, Hahne, Siewert, Wendling, Golombiewski, Badenoch, Kohout, Nolan, Race, Hunter—23.

After debate on the terms of Section 705 in the proposed ordinances, and certain proposed amendments concerning the same (deferred and published October 29, 1906, page 1847), Ald. Bennett presented the following order:

Ordered, That it is the sense of this Council that no billboards shall be placed on the top of any building and that the Chairman of the Commitee on Judiciary be and he is hereby requested to prepare and submit to this Council an amendment or amendments prohibiting such billboards.

Ald. Bennett moved to pass the order.

Ald. Zimmer moved as a substitute for the foregoing motion that all matters under discussion be referred to the Committee on Judiciary for further consideration.

The motion to refer prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Richert, Martin, McCormick, Derpa, Scully, Hurt, Hoffman, Zimmer, Riley, Nowicki, Schermann, Sitts Brennan, Conlon, Powers, Bowler, Sullivan, Jacobs, Hahne, Krumholz, Lipps, Siewert, Wendling, Burns, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—34.

Nays—Foreman, Pringle, Young, Bennett, Snow, Uhlir, Considine, Harkin, Maypole, Smith, Beilfuss, Dever, Stewart, Finn, Reese, Foell, Dougherty, Dunn, Williston, Reinberg, Blase, Larson, Herlihy, Golombiewski, Bradley, O'Connell—26.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License, on a petition for a prohibition district bounded by Waveland avenue,

Hamlin avenue, Cornelia avenue, North 40th avenue and Addison avenue, deferred and published October 22, 1906, page 1729.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Dixon, Foreman, Pringle, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Stewart, Finn, Reese, Foell, Dougherty, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Nolan, Race, Hunter—45.

Nays—Kenna, Coughlin, Richert, Martin, McCormick, Hoffman, Conlon, Powers, Bowler, Sullivan, Jacobs, Hahne, Krumholz, Herlihy, Wendling, Golombiewski, Kohout—17.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license shall be issued for the keeping of a dramshop at any place within the territory bounded by a line described as follows, to-wit:

Starting at the intersection of the middle of Waveland avenue with 40th avenue and running thence east to the center of Hamlin avenue; thence south to the center of Cornelia avenue; thence west to the center of 41st avenue; thence north to Addison avenue; thence east to 40th avenue; thence north to the point of beginning, situated in the City of Chicago, adjoining the Irving Park Prohibition district.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License, on a petition for a prohibition district bounded by West Montrose avenue, Chicago, Milwaukee and St. Paul Railway tracks, Irving Park boulevard, North 56th avenue, West Leland avenue, etc., deferred and published October 22, 1906, page 1730.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Dixon, Foreman, Pringle, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Stewart, Finn, Reese, Foell, Dougherty, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Nolan, Race, Hunter—45.

Nays—Kenna, Coughlin, Richert, Martin, McCormick, Hoffman, Conlon, Powers, Bowler, Sullivan, Jacobs, Hahne, Krumholz, Herlihy, Wendling, Golombiewski, Kohout—17.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license shall be issued for the keeping of a dramshop at any place within the territory bounded by a line described as follows:

Commencing at a point in the center of West Montrose avenue at the west line of the Chicago, Milwaukee and St. Paul Railway Company right of way; thence west along said center line of said West Montrose avenue to a point 200 feet east of the center line of North 48th avenue; thence south parallel with and 200 feet east of the center line of said North 48th avenue, to a point 300 feet north of the center line of Irving Park boulevard; thence west parallel with and 300 feet north of said center line of said Irving

Park boulevard to the center line of North 51st avenue; thence south along the center line of said North 51st avenue to the center line of said Irving Park boulevard; thence west along the said center line of Irving Park boulevard to the center line of North 56th avenue; thence north along the said center line of North 56th avenue to the center line of West Leland avenue; thence east along the said center line of said West Leland avenue to the center of Milwaukee avenue; thence directly east therefrom to the south line of the Chicago and Northwestern Railway Company right of way; thence southeasterly along said south line of said Chicago and North Western Railway Company right of way to the west line of Chicago, Milwaukee and St. Paul Railway Company right of way, aforesaid; thence southeasterly along the west line of said Chicago, Milwaukee and St. Paul Railway Company right of way to the place of beginning.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Young, presented the report of the Committee on Gas, Oil and Electric Light, on an ordinance granting permission to Vette & Zuncker to string an electric wire, deferred and published October 29, 1906, page 1834.

Ald. Young moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting authority to Vette & Zuncker to string an electrical wire across the public alley separating 44 North Green street from 43 North Peoria street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Henry Vette and Peter Zuncker, co-partners, trading as Vette & Zuncker, to construct and maintain an electrical wire extending from their premises known as 44 North Green street across the public alley running north and south between North Green street and North Peoria street to the premises known as 43 North Peoria street, as indicated on the plat hereto attached, which is hereby made a part of this ordinance. Said wire shall be used exclusively by the said grantees, and shall be constructed and operated in such a manner as not to interfere with travel on said alley, and shall be constructed and maintained under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. The operation and maintenance of the electrical wire herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force

relating to electricity and the use of electrical wires.

SECTION 4. Said grantees shall not construct said wire until they shall have secured a permit from the Commissioner of Public Works, and said permit shall not be granted until the said grantees shall make application in writing for the same, and shall comply with the terms and conditions of this ordinance. Should said wire at any time during the life of this ordinance interfere with or obstruct in any manner the construction of any municipal work hereafter to be constructed, the grantees, their heirs, executors or assigns, shall remove said wire or change the location thereof, as directed by the Commissioner of Public Works, at their own expense and without any expense whatever to the City of Chicago; and said grantees, their heirs, executors or assigns, shall likewise, at the termination of the privileges herein granted, by lapse of time or otherwise, remove said wire at their own expense.

SECTION 5. No permit shall issue under the authority of this ordinance until the grantees herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00) with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, the City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said City by reason of the passage of this ordinance, or by reason of any act or thing done under or by virtue of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. The said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. The grantees herein, their heirs, executors and assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges hereby granted shall terminate and this ordinance become null and void if said grantees, or their heirs, executors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantees herein shall file their acceptance of the same and the bond hereinbefore provided for within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to the Chicago Wood and Coal Co. to lay down and operate a switch track, deferred and published October 22, 1906, page 1731.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson,

Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they hereby are granted to the Chicago Wood & Coal Co., its successors and assigns, to lay down, construct, maintain and operate a single railroad switch track from a connection with the existing track or the Chicago, Milwaukee and St. Paul Railroad Company, in Hawthorne street, at a point approximately 60 feet south of Division street, and shown and located on the plat hereto attached by the letter "A," thence in a southwesterly direction on a uniform curve along and across the west line of said Hawthorne street at a point approximately 150 feet south of Division street and indicated and located upon the said plat by the letter "B."

The permission hereby granted shall be and continue for and during the period of ten years from and after the passage of this ordinance. The location of said proposed switch track is more particularly shown in yellow lines upon the blue print hereto attached and made a part hereof.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said street as is occupied by said switch track in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said street occupied by said switch track to a condition safe for public travel, similar to the remaining portions of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force, relating to the use and operating of switch tracks, and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said grantee shall pay to the City of Chicago the sum of seventy-five ($75.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its assigns fails to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that said grantee, will within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago, a bond in the penal sum of ten thousand ($10,000.00) dollars with sureties

to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless, the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within thirty (30) days from the date of its passage the said Chicago Wood & Coal Co., its successors and assigns, shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance, and a bond as herein provided.

The Clerk, on motion of Ald. Hunter, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating alley in School Section Addition, Block 26, 16-39-14, deferred and published October 29, 1906, page 1838.

Ald. Hunter moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ten (10) foot public alley extending east from Desplaines street and adjoining Lots one (1), two (2), three (3), four (4) and five (5), in the Resubdivision of Lot one (1), Block twenty-six (26), School Section Addition to Chicago, Section sixteen (16), Township thirty-nine (39) North, Range fourteen (14) East of the Third Principal Meridian, as shown in red and marked "to be vacated" on the plat hereto attached, which is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance the Adams Express Company, who shall derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of nineteen hundred two and 43-100 ($1902.43) dollars, and further that the said Adams Express Company shall file, within thirty (30) days, in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing such vacation, and in case of failure to pay compensation as aforesaid, or to record the plat as aforesaid within said thirty (30) days, this ordi-

nance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and due publication, subject, however, to the conditions of Section 2 as provided herein.

The Clerk, on motion of Ald. Hunter, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance granting permission to the Peter Schuttler Company to maintain an iron pipe across 23d street, deferred and published October 29, 1906, page 1839.

Ald. Hunter moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moyniban, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Bihl, Kohout, Nolan, Race, Hunter—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting to the Peter Schuttler Company authority to lay down and maintain a cast iron pipe across the street known as West 23d street, at a point three hundred feet east of Rockwell street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Peter Schuttler Company, its successors and assigns, to lay down, maintain and operate a cast iron pipe, not to exceed eight (8) inches in diameter, in and across the street known as West 23d street, at a point three hundred (300) feet east of Rockwell street and connecting the cistern located on the premises of the said company at 22d and Rockwell streets with its premises described as a lumber yard and located directly across the said 23d street; said pipe shall be used only for conveying water from the cistern to the premises, as herein described. The location of said pipe and the construction of same shall be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted the pipe herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed, said street shall be restored to its proper condition, to the satisfaction of the Commissioner of Public Works, so that the portion of said street where said pipe had been located shall be put in the same condition and safe for public travel as the remaining portion of said street in the same block, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago. Said grantee shall do no permanent injury to said street, or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber more of said street than shall be necessary to enable it to proceed with advantage in constructing said pipe.

Should said pipe interfere with or obstruct in any manner the construction of any municipal underground work here-

after constructed, the grantee herein, its successors or assigns, shall remove said pipe or change the location thereof, as directed by the Commissioner of Public Works, at its or their own expense, and without any expense whatever to the City of Chicago.

SECTION 4. The grantee, its successors and assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance; the first payment shall be made at the time of the filing of the acceptance of this ordinance, and succeeding payments annually thereafter, and all payments shall be made at the office of the City Collector of the City of Chicago, It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance shall become null and void if said grantee, or its successors or assigns, fails to promptly pay any installment of the said compensation.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00) with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to or which may accrue against, be charged to, or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

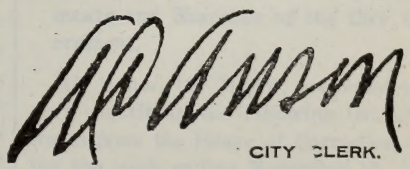
SECTION 6. During the life of this ordinance the grantee herein, its successors and assigns, shall at all times keep the surface of the street over said pipe in a condition satisfactory to the Commissioner of Public Works, and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage, and upon the filing of the acceptance, in writing, of this ordinance by said grantee, said acceptance to be filed with the City Clerk of the City of Chicago, within thirty (30) days from the passage of this ordinance, and the filing of the bond hereinbefore provided for.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, November 19, 1906, at 7:30 P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, November 19, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, November 21, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Martin and Hunter.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, November 12, 1906, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the week ending November 17, 1906, together with the cause of each release:

Julius Nichle, released for wife.

Patrick Morgan, released for wife.

Wm. H. Kennedy, released for wife.

Dennis Morgan, released for mother.

Kate Smith, released for Mrs. Duggan.

Robert Marshall, released for Margaret Foley.

Henry Lutz, released for Bureau of Identification.

Harry Strauss, released for E. Sullivan.

Mary Nichols, released for Jane B. Skinner.

Hannah Rodgers, released for sister.

Harry Brookins, released for mother.

Max Lang, released for Fred Alwart.

Richard Maloney, released for mother.

John Bell, released for wife.

Martin Novak, released for wife.

John Keane, released for C. R. Jandus.

Patrick Furlong, released for wife.

Jas. Snyder, released for father.

Jas. Martin, released for wife.

Robert Watson, released for Ald Burns.

John Kusa, released for Ald. Richert.

John Walker, released for J. A. Lorine.

Anton Masek, released for mother.

Frank Lockman, released for W. H. Clark.

Daniel Coleman, released for wife.

Jas. Geraw, released for Herman Nau.

Frank Faber, released for Ald. Maypole.

Wm. Hamilton, released for wife.

Steve Beaker, released for Ald. Wendling.

John Jaskus, released for Ald. McCormick.

Edward Wilson, released for Fire Lieut. Doherty.

Which was ordered published and placed on file.

ALSO,

The following communications:

MAYOR'S OFFICE,
November 19, 1906.

To the Honorable, the City Council:

GENTLEMEN—I beg to transmit herewith two communications, one from the Chairman of the Special Park Commission and the other from Mr. John G. Shedd in behalf of the Commercial Club. I would respectfully request that, pursuant to the petition of the Special Park Commission and the letter of Mr. Shedd, your Honorable Body authorize the Mayor and the Comptroller to take the necessary steps to dedicate the property in question for the purposes of a municipal playground.

Respectfully,

E. F. DUNNE,
Mayor.

November 17, 1906.

MY DEAR MR. MAYOR—I have yours of the 13th and will say that the Commercial Club at its last meeting, pledged itself to raise the necessary funds to buy the so-called Lincoln Play-ground and present it to the City, to be named after the Commercial Club, provided the City would set aside the vacant property owned by the City, to the north of said play-ground, adjoining the electric light plant, for the same purpose.

The club appointed as its committee to carry out this pledge, Mr. James H. Eckels, Mr. Clarence Buckingham, and myself, and it will give us great pleasure to co-operate with you immediately to the fulfillment of the pledge.

Very sincerely,

JOHN G. SHEDD.

HON. EDWARD F. DUNNE,
Mayor of Chicago.

CHICAGO, November 19, 1906.

To the Honorable, the Mayor and Aldermen in City Council Assembled:

GENTLEMEN—The Commercial Club proposes to deed to the City for the purposes of a play-ground eight lots 200 feet by 125 feet, located north of Chicago avenue and south of the alley between Chicago avenue and Rice street, about 100 feet east of Lincoln street, on condition that the City will deed for play-ground purposes a tract of land 120 feet by 123.3 feet, now used for a play-

ground and located in the rear of the electric light station at the corner of Rice and Lincoln streets. This lot was originally purchased for street lighting purposes, but has not been used by, and is not needed by the Department of Electricity.

Your Committee would respectfully petition the Council to authorize the Mayor and Comptroller to negotiate with the Commercial Club as to the execution of the deeds of the respective properties.

ALBERT W. BEILFUSS,
Chairman Special Park Commission.

Ald. Beilfuss moved to concur in the recommendation of His Honor, the Mayor, to authorize the Mayor and Comptroller to take the necessary steps to dedicate the property in question as a municipal play-ground.

The motion prevailed.

CITY CLERK.

The City Clerk presented a report of the acceptance and bond of Sprague, Warner & Co. under ordinance of October 23, 1906, for a switch track, which was

Placed on file.

CITY COLLECTOR.

The City Collector presented a report containing a list of societies to whom "bar permits" were issued under the ordinance of June 11, 1906, since the last regular meeting of the Council,

Which was placed on file.

CITY COMPTROLLER.

The City Comptroller submitted duplicate payrolls for the month of September, 1906,

Which were placed on file.

COMMISSIONER OF PUBLIC WORKS.

The Commissioner of Public Works presented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, November 19, 1906.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay Water Mains in various streets, and respectfuly ask the passage of the following order:

Ordered: That the Commissioner of Public Works be and he is hereby authorized to lay Water Mains in the following streets:

In first alley West of Humboldt boulevard, from 300 feet north of Belden avenue to Fullerton avenue: size, 6 inch; probable cost including hydrants and basins, $375.00; pays 14 cents.

In Wabash avenue, from 225 feet north of 109th street northward 125 feet; size, 6 inch; probable cost including hydrants and basins, $156.25; pays 51 cents.

In Mozart street, from 43d street northward 115 feet; size, 6 inch; probable cost including hydrants and basins, $143.75; pays 18 cents.

WM L. O'CONNELL,
Commissioner of Public Works.

Ald. Lipps moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a list of assessment rolls filed in the County Court November 16, 1906,

Which was placed on file.

ALSO,

A report and ordinance establishing the grade of sundry streets.

By unanimous consent, the ordinance

was put upon its passage and passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an ordinance granting authority to the University of Chicago to construct and operate a team scale in the alley south of the premises known as the southeast corner of Fifth avenue and Madison street, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented an ordinance in favor of P. Kuppenheimer Sons for a canopy over the sidewalk on Quincy street near Franklin street, which was

Referred to the Committee on Streets and Alleys, South Division.

SECOND WARD.

Ald. Dixon presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to M. B. Schwinner, 262 31st street, for a wooden sign, seven (7) feet long and three (3) feet ten (10) inches wide, to hang in front of store. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Dixon presented the claims of Robert Williams and S. E. Dickinson, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of the alleys between 23d street, 24th street, Calumet avenue and South Park avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it Ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of the alleys between 23d street, 24th street, Calumet avenue and South Park avenue," passed September 24, 1906, be and the same is hereby repealed.

SECTION 2. That the attorney for the Board of Local Improvements be and he is hereby directed to dismiss the petition under Docket 31530 of the County Court of said county.

SECTION 3. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Rein-

berg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

FIFTH WARD.

Ald. McCormick presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to John Simonski to place and maintain a water trough on the west side of Western avenue 50 feet north of 33d street, and connect the same with the water supply pipe in Western avenue, in accordance with the rules and regulations of the Department of Public Works. Said trough shall be equipped with an automatic shut-off to prevent waste of water, and the said John Simonski shall pay to the City as compensation for the water used such amounts as may be fixed by the Commissioner of Public Works. The privileges hereby granted may be revoked by the Mayor at any time at his discretion.

Ald. McCormick moved that the claim of Tim Hogan, placed on file October 8, 1906, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Fuller street from Loomis street produced southerly to the easterly dock line of the south branch of the Chicago River.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

SEVENTH WARD.

RESIGNATION OF ALD. HUNTER.

At the request of Ald. Hunter, Ald. Bennett presented Ald. Hunter's resignation from his seat in the City Council.

CHICAGO, November 19, 1906.

To His Honor the Mayor and Members of the City Council of the City of Chicago:

Owing to the fact that I have been elected Chief Bailiff of the Municipal Court of the City of Chicago, I hereby tender my resignation as a member of the City Council to take effect at once.

THOS M. HUNTER,
Alderman 35th Ward.

Ald. Bennett moved that the resignation be accepted.

The motion prevailed.

Ald. Bennett presented the following order:

WHEREAS, An order was passed October 1, 1906, as shown at page 1358 of the Council Proceedings of that date, to purchase, without advertising, such wagons, tools, boxes and implements as might be necessary for use in the disposal of garbage, and

WHEREAS, No provision was made for the payment for said materials and supplies; therefore be it

Ordered, That the City Comptroller be and he is hereby authorized to pay for such materials and supplies as are pur-

chased by the Commissioner of Public Works, pursuant to the above mentioned order, from miscellaneous receipts for the year 1906.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to advertise for water pipe, special castings and valves for the Water Pipe Extension Bureau, payment for same to be made from appropriations for the year 1907, in accordance with his request dated November 16, 1906, and attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works is hereby authorized and empowered to enter into an agreement with the Parker Washington Company, which Company has the contract for the construction of Section No. 2, Southwest Land Tunnel, to change the plans and specifications with reference to that portion of the section leading from Yates avenue to Railroad avenue in 73d street, from a 12 to a 14 foot tunnel, according to plans and specifications on file in the office of the Commissioner of Public Works, and also as submitted to the said Parker Washington Company according to said Company's proposition so that the price for this length of tunnel, amounting to 820 lineal feet, will not exceed a total of $77.00 per lineal foot. The Comptroller is hereby authorized and directed to pay such additional amount from the appropriation for Section 2, Southwest Land Tunnel; in accordance with the recommendation of the Commissioner of Public Works and City Engineer attached hereto, dated November 7, 1906.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to extend the time for the completion of contract of M. H. McGovern for the improvement of North Fifty-sixth avenue from Grand avenue to Irving Park boulevard from October 1st, to December 31st, 1906, and also to extend the time of contract with M. H. McGovern for the improvement of Lincoln avenue from Bryan to Devon avenues to December 1st, 1906, in accordance with his recommendation, dated November 14th, 1906, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett presented the following orders, which were, on motion, duly passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer the amount appropriated for two story brick fire engine house at 5220 South Western avenue to an account to be expended for a two story brick fire engine house at the northeast corner of Fifty-third and Wood streets, in accordance with the request of the Fire Marshal attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in the appropriation for the Board of Election Commissioners:

From Account	11	B	to 11	A	$6,178.99
From Account	11	C	to 11	A	7,964.02
From Account	11	D	to 11	A	498.71
From Account	11	D	to 11	E	855.59

This action is taken in accordance with the request of the Election Commissioners attached hereto.

Ordered, That an order passed October 22d, 1906, as shown at page 1742 of the Council Proceedings of that date, and relating to a transfer of funds in the police department appropriation, be amended as follows:

Strike out the words "miscellaneous receipts" in the sixteenth line and insert in lieu thereof the words "miscellaneous expenditures."

Ald. Bennett presented the claims of C. B. L. Building and Loan Association, estate of Patrick J. Barry, A. C. Bartlett and others, H. J. Crawford, the N. K. Fairbank Co., A. B. Searing and J. Tetford, which were

Referred to the Committee on Finance.

Ald. Snow presented the claim of J. F. Miller (agent), which was

Referred to the Committee on Finance.

EIGHTH WARD.

Ald. Moynihan presented an ordinance amending Section 1210 of the Revised Code of 1905 concerning "slaughtering and rendering," which was

Referred to the Committee on License.

Ald. Moynihan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to report to this Council at its next regular meeting whether or not water meters are being installed by the city where frontage rates are less than $40, and if meters are being installed in such cases to report his authority for so doing.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of Erie avenue, from 87th street to 90th street.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for plank sidewalks on both sides of Erie avenue, from 90th street to 91st street.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer; Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on both sides of 93d street, from Constance avenue to Escanaba avenue produced north.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

NINTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of West 14th street, from South Canal street to South Halsted street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for an 8-foot cinder sidewalk on both sides of West 21st street, from South Halsted street to South Jefferson street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for an 8-foot cinder sidewalk on both sides of West 21st street, from South Halsted street to South Jefferson street," passed January 22, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed August 16, 1906, Warrant 34535, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to M. Turek to erect a barber pole in front of the premises known as No. 560 West 12th street.

Said barber pole shall be erected and maintained in accordance with all rules and regulations of the Deparment of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Scully and Hurt presented an order for opening Centre avenue south of the Chicago river, which was

Referred to the Board of Local Improvements.

Ald. Hurt presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Jos. Soper for two barber poles at 544 Blue Island avenue, corner West 18th street.

Said barber poles shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Hurt presented the claim of the Atlas Wine and Liquor Co., which was

Referred to the Committee on Finance.

ELEVENTH WARD.

Ald. Cullerton presented the following resolutions, which were, on motion, duly adopted:

WHEREAS, On the 24th day of September, 1906, there was introduced in this Council an ordinance relating to street car fares and the same was referred to the Committee on Local Transportation; and,

WHEREAS, The same has not been reported back to this body for final action; therefore, be it

Resolved, That the said committee be and it is hereby instructed to report its conclusions upon such ordinance to this

Council at its meeting December 3, 1906; be it further

Resolved, That in case of a failure on the part of the Committee on Local Transportation to report its conclusion on said ordinance, the Council at such meeting take up for consideration the ordinance above referred to, published on page 1298 of the Council proceedings.

Ald. Cullerton presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The improvement of Ashland avenue, between the Chicago river and Archer avenue, has been stayed by majority protest until January 12th, 1907; and

WHEREAS, Said avenue, between the river and 22d street, is in very bad conditon; therefore, be it

Resolved, That the Board of Local Improvements be and it is hereby requested to hasten the improvement of said avenue, between 22d street and Archer avenue.

Ald. Hoffman presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place one electric arc light on the northwest corner of 18th place and Paulina street, in front of the Bohemian Catholic Church.

Ald. Hoffman presented the claim of Patrick Boland, which was

Referred to the Committee on Finance.

TWELFTH WARD.

Ald. Zimmer presented an ordinance vacating portions of public alleys in T. M. Jordan's Re-Subdivision, which was

Referred to the Committee on Streets and Alleys, West Division.

THIRTEENTH WARD.

Ald. Riley presented an ordinance prohibiting vehicles to be driven upon and along street car tracks during certain periods of the day.

Ald. Riley moved to pass the ordinance.

Ald. Dever moved that the ordinance be published and that consideration thereof be deferred until the Council should take up the report of the Committee on Judiciary on "Rules of the Road."

The motion prevailed.

The followng is the ordinance as presented:

WHEREAS, There is unnecessary congestion and delay of street cars during the morning and evening hours caused by vehicles being in the street car tracks; and

WHEREAS, Such delay is directly injurious to great numbers of people traveling between their homes and their places of business or employment; and

WHEREAS, The ordinances of the City of Chicago now provide that street cars shall have the right to the street car track as against carriages or vehicles being driven thereon with a view to delay or embarass the progress of the cars; and

WHEREAS, Such provisions have proved to be inadequate to prevent unnecessary congestion, and blockades, to the injury of the traveling public; therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall be unlawful for any person to drive or cause to be driven any vehicle in or along upon any street railway track or right of way within the city between the hours of 6:30 and 9 o'clock in the morning and 4:30 and 7:00 o'clock in the evening.

SECTION 2. Every person violating the provisions of this ordinance shall be punished by a fine of not less than $5.00 nor more than $100.00 for each offense.

SECTION 3. This ordinance shall take

effect and be in force from and after its passage and publication.

Ald. Werno moved that the Corporation Counsel be requested to furnish the Council at its next regular meeting his opinion as to the validity of the foregoing ordinance.

The motion prevailed.

Ald. Riley presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place electric lights on St. Louis avenue, between Harrison street and Colorado avenue.

Ordered, That the City Electrician be and he is hereby directed to place an electric light at Springfield avenue and Polk street.

Ald. Considine presented the claim of William Nugent, which was

Referred to the Committee on Finance.

FOURTEENTH WARD.

Ald. Maypole presented the request of George Lomax for a tunnel to connect two proposed buildings, which was

Referred to the Committee on Streets and Alleys, West Division.

FIFTEENTH WARD.

Ald. Beilfuss presented the claim of Peter Lulay, which was

Referred to the Committee on Finance.

SIXTEENTH WARD.

Ald. Nowicki presented the following ordinance:

AN ORDINANCE

To vacate all that part of North Paulina street in the City of Chicago, bounded by a line described as follows, to-wit: Beginning at the itnersection of the northeast line of said North Paulina street with the west line of Wood street and running thence northwesterly along the northeasterly line of said North Paulina street eighty-three and fifteen one-hundredths (83.15) feet to the intersection of said northeasterly line with the prolongation of the north line of the first alley north of Hervey street; thence west thirty-seven and fifty-five one-hundredths (37.55) feet along the prolongation of said north line of said alley; thence south to the southwesterly line of said North Paulina street; thence along the said southwesterly line of said North Paulina street to the west line of said Wood street; thence north along the said west line of said Wood street to the place of beginning; for that

WHEREAS, By an ordinance duly passed by the Council on July 2d, 1906, it was provided that all that part of North Paulina street in the City of Chicago hereinafter described should be vacated upon the expressed conditions that within sixty days after the passage of such ordinance Andrew Rybarczyk should dedicate and open to public use as a public alley the west sixteen (16) feet of Lot fifty-one (51) in Tracy M. Oviatt's Resubdivision of Lots forty-four (44) to fifty-two (52) in Block thirty (30) in Sheffield's Addition to Chicago, without costs to the said city, and should also within said sixty days file in the Recorder's office of Cook County, Illinois, a plat showing such vacation and such dedication and should also within said sixty days pay to the Collector of the City of Chicago the sum of eight hundred seventy-three and forty-three one-hundredths ($873.43) dollars, which ordinance was to take effect and be in force from and after its passage and approval and subject to the conditions aforesaid; and

WHEREAS, The said Andrew Rybarczyk in fulfillment of the conditions in the said ordinance contained did within sixty days after the passage thereof, dedicate and open to public use as a public alley, the west sixteen (16) feet of Lot fifty-

one (51) in Tracy M. Oviatt's Re-subdivision of Lots forty-four (44) to fifty-two (52) in Block thirty (30) in Sheffield's Addition to Chicago, without costs to the said city; and

WHEREAS, The said Andrew Rybarczyk in fulfillment of the said conditions in the said ordinance contained and within sixty days from the passage thereof, did further pay to the said Collector of Chicago, the sum of eight hundred seventy-three and forty-three one-hundredths dollars as in the said ordinance stipulated; and

WHEREAS, Through inadvertence, the said Andrew Rybarczyk did fail to file in the Recorder's office of Cook County, Illinois, within sixty days from the passage of such ordinance, a plat showing such vacation and such dedication as by the said ordinance stipulated; and

WHEREAS, It was without fault upon the part of the said Andrew Rybarczyk that he wholly failed to file the plat by him to be filed in accordance with the provisions of the said ordinance within the sixty days therein stipulated, as he was informed and verily believed that it was unnecessary under the terms of the said ordinance to file any further or additional plat than the one to the said ordinance attached, but is now ready, willing and anxious to be permitted to file a plat as provided by said ordinance within thirty days from the date hereof; therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of North Paulina street in the City of Chicago marked to be vacated on the plat hereto attached and made part thereof, and bounded by a line described as follows, to-wit: Beginning at the intersection of the northeast line of said North Paulina street with the west line of Wood street and running thence northwesterly along the northeasterly line of said North Paulina street eighty-three and fifteen one-hundredths (83.15) feet to the intersection of the northeasterly line with a prolongation of the north line of the first alley north of Hervey street, thence west thirty-seven and fifty-five one-hundredths one-hundredths (37.55) feet along the prolongation of said north line of said alley, thence south on the southwesterly line of said North Paulina street; thence along the said southwesterly line of said North Paulina street to the westerly line of said Wood street; thence north along the said west line of said Wood street to the place of beginning, be and the same hereby is vacated and discontinued.

SECTION 2. The vacation herein provided for is upon the express condition that within thirty days after the passage of this ordinance, Andrew Rybarczyk shall file in the Recorder's office of Cook County, Illinois, a plat showing such vacation and a dedication of the west sixteen (16) feet of Lot fifty-one (51) in Tracy M. Oviatt's Resubdivision of Lots forty-five (45) to fifty-two (52) in Block thirty (30), Sheffield's Addition to Chicago, without cost to said city.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval, subject to the conditions provided for in Section two (2) hereof.

Which was, by unanimous consent, on motion of Ald. Nowicki, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hafne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Schermann presented the following resolution, which was, on motion duly adopted:

WHEREAS, One Peter Bartzen, an employee of the City of Chicago in the capacity of Commissioner of Buildings has recently made charges that there are a lot of "Grafters" among the members of the City Council of the City of Chicago and that boodle was used with the Committee on Buildings in recommending the passage of an ordinance pertaining to the Marshall Field & Co. building; be it

Resolved, That the chairman of this Council appoint a committee consisting of five (5) members of this Council and five (5) citizens to investigate the truth or the falsehood of these charges and report the result of such investigation at their earliest convenience.

SEVENTEENTH WARD.

Ald. Sitts presented an order in favor of Michael & Pitzele for a wooden sign, which was

Referred to the Committee on Building Department.

Ald. Dever presented an ordinance in favor of Schram Bros. for a covered passageway across alley, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Dever presented the claims of Angelo Cozzala and Dr. J. P. Kaczvrowski, which were

Referred to the Committee on Finance.

Ald. Dever moved that the report of the Committee on Judiciary on an ordinance amending Section 2030 of the Revised Code of 1905 (concerning second-hand dealers) deferred and published October 8, 1906, page 1446, be recommitted to the Committee on Judiciary.

The motion prevailed.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of North Peoria stret, from Milwaukee avenue to West Kinzie street.

By unanimous consent, on motion of Ald. Sitts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of North Sangamon street, from West Superior street to Pratt street.

By unanimous consent, on motion of Ald. Dever, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cement sidewalk on both sides of West Superior street, from North Morgan street to North Green street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a six-foot cement sidewalk on both sides of West Superior street, from North Morgan street to North Green street," passed September 24, 1906, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

EIGHTEENTH WARD.

Ald. Brennan moved that the claim of the Jackson Hotel Company for rebate of water tax at 164-66 South Halsted street, placed on file June 25th, 1906, be taken from the file and recommitted to the Committee on Finance.

The motion prevailed.

Ald. Conlon presented the claims of Wm. H. Dalrymple and John Meadows, which were

Referred to the Committee on Finance.

Ald. Conlon presented an order for paving Adams street between Halsted and Morgan streets, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Jefferson street from Fulton street to West Van Buren street.

By unanimous consent, on motion of Ald. Conlon, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of North Morgan street from West Lake street to a line 130.3 feet north of West Erie street.

By unanimous consent, on motion of Ald. Conlon, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Rein-

berg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Powers presented an order for placing employes in the Fire Department repair shops on the pay roll of the Fire Department, which was

Referred to the Committee on Finance.

Ald. Powers presented the claim of Matthew McElroy, which was

Referred to the Committee on Finance.

Ald. Powers moved that the claim of Pierce Moakley, placed on file October 22, 1906, page 1728, be recommitted to the Committee on Finance.

The motion prevailed.

TWENTIETH WARD.

Ald. Stewart presented the claim of M. Roy, which was

Referred to the Committee on Finance.

Ald. Stewart presented an order for paving the alley between Van Buren and Congress streets and Ashland and Marshfield avenues, which was

Referred to the Board of Local Improvements.

TWENTY-FIRST WARD.

Ald. Reese presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and is hereby directed to report to this Council at its next regular meeting by what authority, if any, the gas companies erect gas lamps in the streets of the city and collect from private individuals for the maintenance of same.

TWENTY-SECOND WARD.

Ald. Sullivan presented an ordinance in favor of John C. Hattendorf for a six-inch water pipe across North Branch street and Hawthorn avenue, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Sullivan presented the claim of Mrs. Anna Fress, which was

Referred to the Committee on Finance.

Ald. Dougherty presented an ordinance in favor of Nelson Morris & Company for a switch track along the easterly side of Hawthorn avenue, which was

Referred to the Committee on Streets and Alleys, North Division.

TWENTY-THIRD WARD.

Ald. Werno presented an ordinance in favor of Peter Hand Brewing Company for a switch track along the easterly side of Hawthorne avenue, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Werno presented an ordinance amending Section 1970 of the Revised Code of 1905, requiring street cars to come to a full stop before crossing bridges, which was

Referred to the Committee on Local Transportation.

TWENTY-FOURTH WARD.

Ald. Hahne presented an order for paving Lewis street between Clybourn and Belden avenues, which was

Referred to the Board of Local Improvements.

Ald. Krumholz presented an ordinance in favor of Armour & Company for a switch track upon the westerly side of Herndon street, and an ordinance in favor of Swift & Company for a switch track along the easterly side of Herndon street, which were

Referred to the Committee on Streets and Alleys, North Division.

TWENTY-FIFTH WARD

Ald. Williston presented the claims of Joseph C. McDonald and August Dettman, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Farwell avenue from Evanston avenue (Sheridan road) to North Clark street.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay a 4-inch water service pipe into Ravenswood Presbyterian Church located at the northwest corner of Hermitage and Cullom avenues, without meter.

Ald. Reinberg presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay water main in North Robey street, from Summerdale avenue to a point two hundred (200) feet south of Summerdale avenue, providing that it pays a permanent annual revenue of ten cents per lineal foot.

Ald. Reinberg presented an order and petition for paving Ashland avenue from Irving Park boulevard to Berteau avenue, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the west side of North Robey street from Foster avenue to Clay avenue.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented an order for permits to the North Shore Electric Company to repair poles and wires for furnishing electric light in Jefferson Park and Norwood Park, which was

Referred to the Committee on Gas, Oil and Electric Light.

Ald. Siewert presented the claim of Charles F. Lederle, which was

Referred to the Committee on Finance.

Ald. Blase presented the claim of Anna Hammerstrom, which was

Referred to the Committee on Finance.

Ald. Blase presented an order for a sewer in North Kedzie avenue between Irving Park boulevard and West Montrose avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of Milwaukee avenue from the center line of North 60th avenue to the center line of Carter street produced northeasterly.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Herlihy presented orders for paving with granite blocks Western avenue from North avenue to Elston avenue, and California avenue from North avenue to Diversey avenue, which were

Referred to the Board of Local Improvements.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place a fire alarm box at southeast corner 54th street and Marshfield avenue.

Ald. Wendling presented the claim of Louis Kleinhaus, which was

Referred to the Committee on Finance.

Ald. Wendling presented an order and petition for paving with granite West 47th street from Morgan street to Leavitt street, which was

Referred to the Board of Local Improvements.

THIRTY-FIRST WARD.

Ald. Roberts presented an order for a subway in Peoria street under the tracks of the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company, which was

Referred to the Committee on Track Elevation.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cinder sidewalk on the south side of West 55th street from South Western avenue to the center line of South Kedzie avenue.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley,

O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 69th street from Loomis street to South Ashland avenue.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented an order for a vitrified brick pavement on West 64th street between Parnell and Lowe avenues, and an order for a system of sewers as follows: In West 70th street, from Halsted to Morgan street; Green street, from 69th to 71st street; Peoria street, from 69th to 71st street; Sangamon street, from 69th to 71st street; and Morgan street, from 69th to 70th street; which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 95th street, from Winston avenue to Vincennes road, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on both sides of West 97th street, from South Halsted street to South Canal street, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on both sides of West 79th street, from South Centre avenue in South Halsted street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Bihl presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed for the third time to compel the Illinois Central Railroad Company to erect and maintain gates, watchmen and lights at the crossing of 113th street.

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay an eight-inch water main in Michigan avenue from 123d street to 127th street, and in 127th street from Michigan avenue to Indiana avenue, and in Indiana avenue from 127th street to Lyden avenue, and in Lyden avenue from Indiana avenue to 138th street; and that the Committee on Finance include in its appropriation for 1907 a sufficient sum to defray the cost of the laying of said main.

Ald. Bihl presented a petition for sewers in various streets of the Thirty-third Ward, which was

Referred to the Board of Local Improvements.

Ald. Hunt presented an ordinance amending Sections 471 and 680 of the Revised Code of 1905 as amended March 19, 1906, which was

Referred to the Committee on Fire Department.

Ald. Hunt presented an ordinance amending Section 1497 of the Code of 1905, which was

Referred to the Committee on Judiciary.

Ald. Hunt presented an order for a cinder sidewalk on both sides of South Chicago avenue from Noble court to Jackson Park avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on both sides of La Salle street from West 119th street to West 120th street, etc.

By unanimous consent, on motion of Ald. Bihl, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Kohout presented the claim of Henry Fieberitz, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of 40th avenue from West Indiana street produced west to West Madison street.

By unanimous consent, on motion of Ald. Nolan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the following order, which was referred to the Committee on Local Transportation:

Ordered, That the Lake Street Elevated cease the use of Market street from Madion street to Lake streets, for the storage of cars and keep said structure in usable condition at all times or remove said structure from said street.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claims of sundry persons for 90 per cent refunds of special assessments for laying water pipes, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works, upon presentation of County Clerk's certificates of payment, or duplicate receipts properly approved by the Board of Local Improvements, be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same being 90 per cent refunds due under special assessments enumerated for laying water pipes, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the report of the Board of Local Improvements attached.

Warrant 24892	William Haynes..	$36.00
Warrant 22945	Clara L. Chase...	8.02
Warrant 21815	B. Quinn.....	8.67
Warrant 20668	C. H. Bickley....	3.75
Warrant 30779	O. Praig.....	38.43
Warrant 32433	John Suwalski...	52.33
Warrant 18250	William Hahne...	339.59
Warrant 14872	D. J. Hubbard....	125.60
Warrant 16976	W. A. Amberg...	694.28
Warrant 16975	H. F. Shaefer...	423.76
Warrant 14872	J. A. Brophy.....	190.17
Warrant 19060	Andrew J. Graham	90.45
Warrant 19296	Andrew J. Graham	248.40
Warrant 24945	W. M. Derby, Jr.	27.69
Warrant 24945	W. M. Derby, Jr..	107.89
Warrant 24945	W. M. Derby, Jr..	35.96
Warrant 16977	Hartman & Co..	41.89
Warrant 16977	G. Eich.....	41.04
Warrant 17290	W. Cummings....	7.20
Warrant 21987	John G. Uschleis.	9.30
Warrant 20927	Theodore Lattan.	5.50

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of C. H. Anderson, for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of C. H. Anderson for fifteen (15) days' pay as oiler at the Sixty-eighth Street Pumping Station, from January 1st to January 15th, 1906, said time having been deducted on account of absence from duties caused by injuries received December 26th, and the Comptroller is ordered to pay the same from appropriation for salaries at the Sixty-eighth Street Pumping Station.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Marshall Field & Company for overcharge on account of compensation for bay window space, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay to Marshall Field & Company the sum of one thousand four hundred twenty-eight and seventy-five one-hundredths dollars ($1,428.75), being overcharge for bay window space in connection with the Marshall Field building on State street, in accordance with the report of the Chief Clerk of the Bureau of Compensation and of the City Auditor attached hereto, said amounts to be paid from miscellaneous receipts for the year 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of H. Gilsdorff & Sons for extras, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Electrician be and he is hereby authorized and directed to pay to H. Gilsdorff & Sons the sum of one hundred two dollars ($102.00), same to be in full for claim for extra work done in connection with the taking down and removal of one brick chimney from the boiler room of the City Municipal Electric Light plant, Rice and Lincoln streets, under contract of August 25, 1906, and the City Comptroller is ordered to pay the same upon proper voucher from the City Electrician.

This action is taken in accordance with the recommendation of the City Electrician attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Alexander Harper for settlement of suit, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby directed to allow judgment to be taken against the city in favor of Alexander Harper in the sum of three thousand dollars ($3,000.00), same to be in full of all claims of whatever kind or nature against the city for services, and to be in full settlement of any and all suits by said Alexander Harper against the city for such compensation.

This action is based upon report and opinion of the Corporation Counsel attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Mrs. Kehoe for filling sidewalk intersection, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Mrs. Kehoe, 36th and Lowe avenue, in the sum of thirteen dollars ($13.00), same to be in full for claim for filling sidewalk intersection at 36th and Lowe avenue, and the Comptroller is ordered to pay the same from the Ward Fund of the Fifth Ward.

This action is taken in accordance with the report of the Superintendent of Streets attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906,

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claim of C. F. Kinnally for track elevation damages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to allow a judgment to be taken against the City in favor of C. F. Kinnally in the sum of seven hundred and fifty ($750.00) dollars; same to be in full of all claims of damages on account of the elevation of the tracks of the L. S. & M. S. R. R. and the C. R. I. & P. R. R. Companies, to property owned by said C. F. Kinnally and situated on the south side of 59th street and east of and adjoining the said Railway Companies' right-of-ways.

This action is taken upon the recommendation of the Corporation Counsel attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom

was referred claim of John A. Larson, for extras at Sixty-eighth street pumping station, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue voucher in favor of John A. Larson, for the payment of additional money on account of extra work done in connection with additions made to the Sixty-eighth Street Pumping Station in the sum of six hundred forty-seven and ten one-hundredths ($647.10) dollars, and the Comptroller is ordered to pay the same from the appropriation for the Sixty-eighth Street Pumping Station additions.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claim of Frank E. Mallon for extra compensation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Frank E. Mallon in the sum of Four hundred thirteen and twenty-eight one-hundredths ($413.28) dollars, same to be for additional compensation for performing the work of the Chief Accountant in the Bureau of Water, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the report of the Superintendent of Water attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of McDonnell & Brennan, having had the same under advisement, beg leave to report and recommend the passage of the order as submitted:

WHEREAS, In the negotiations for the purchase of the reduction plant and contract of McDonnell & Brennan, it was agreed between this committee and said firm that in consideration of the payment to them of the sum of thirty-seven thousand ($37,000.00) dollars, by the City of Chicago, all corresponding rights, duties, claims and demands mutually existing between said firm and the City of Chicago should be cancelled, abrogated and annulled; and

WHEREAS, In the redrafting of the ordinance to provide for such agreement, the foregoing clause was omitted, and by reason thereof the Comptroller demanded payment of a certain claim and demand of the City of Chicago against said firm, for the sum of two thousand one hundred and seventy-four and sixteen one-hundredths ($2,174.16) dollars for percentage due the City under the compensation clause of their said contract, and this amount was withheld from payment by the Comptroller from the purchase price, and is now held by him in escrow, pending the further action of the City Council in the matter; now therefore be it

Ordered, That the City Comptroller is hereby authorized and directed to pay over to Patrick E. McDonnell and Richard P. Brennan the sum of two thousand one hundred and seventy-four and sixteen one-hundredths ($2,174.16) dollars, now held by him in escrow to secure payment of compensation earned by the City of Chicago under the provisions of the cancelled contract of said firm of McDonnell & Brennan, and said claim for compensation is hereby released.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Charles McMillan for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Charles McMillan in the sum of one hundred and thirty-one ($131.00) dollars, for wages while ill during the months of July and August, 1906, in accordance with the recommendation of the Commissioner of Public Works attached hereto, and the Comptroller is ordered to pay the same from the appropriation for intercepting sewers.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of J. O'Kelly, for labor and material, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to J. O'Kelly the sum of seventy-five ($75.00) dollars, same being for material and labor furnished the Committee on Buildings for two demonstrations of water test of house drains, in accordance with bill attached hereto and approved by the Chief Sanitary Inspector and Chairman of the Committee on Buildings, and charge same to the Finance Committee Fund, appropriations 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Paul Pearson, for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Paul Pearson in the sum of forty-two ($42.00) dollars, on account of wages deducted because of absence from duty from the Lake View Pumping Station on account of illness, September 1st to 14th, both inclusive, and the Comptroller is ordered to pay the same from the appropriation for salaries at Lake View Pumping Station.

This action is taken in accordance with

the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Henry F. Schuberth, for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Henry F. Schuberth in the sum of fifty-seven and twenty-five one-hundredths ($57.25) dollars, same being wages withheld during the months of February and March on account of absence from duty caused by illness, and the Comptroller is ordered to pay the same from the appropriation for salaries in the Bureau of Water.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred the claim of M. Koch, for decrease of water tax; a communication from the Commissioner of Public Works regarding an amendment to sections 1914 to 1918 of the Revised Code of 1905; claim of Joseph Seitz (adverse recommendation of the Corporation Counsel attached); claims of Frank Pizinger and H. Bartels, for refund on account of water mains (adverse recommendation of the Board of Local Improvements attached); and claim of Edward Riley for wages (adverse recommendation of the City Engineer attached), submitted a report recommending that the same be placed on file.

Ald Bennett moved to concur in the report.

The motion prevailed.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, November 15, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance amending the Revised Municipal Code of 1905 in re "wide tires," having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall be unlawful for any person or corporation to transport, haul, drive, propel or convey, or cause or permit any of his or its agents or employes to transport, haul, drive, propel or convey, any load, weight or burden over or through any of the streets, avenues or alleys of the city on any wagon or other wheeled vehicle, unless such wagon or other vehicle is equipped with flat or straight faced tires with oval edges of not less than the following widths for the following loads:

On four-wheeled wagons or other four-wheeled vehicles the tires on all four wheels shall be as follows:

For any load or burden amounting to two thousand pounds, not less than one inch;

For any load or burden exxceeding two thousand pounds, but not exceeding three thousand pounds, not less than one and one-half inches;

For any load or burden exceeding three thousand pounds, but not exceeding four thousand pounds, not less than two inches;

For any load or burden exceeding four thousand pounds, but not exceeding five thousand pounds, not less than two and one-half inches;

For any load or burden exceeding five thousand pounds, but not exceeding six thousand pounds, not less than three inches;

For any load or burden exceeding six thousand pounds, but not exceeding seven thousand pounds, not less than three and one-half inches.

For any load or burden exceeding seven thousand pounds, but not exceeding nine thousand pounds, not less than four inches;

For any load or burden exceeding nine thousand pounds, but not exceeding ten thousand pounds, not less than five inches;

For any load or burden exceeding ten thousand pounds, but not exceeding eleven thousand pounds, not less than five and one-half inches;

For any load or burden exceeding eleven thousand pounds, but not exceeding twelve thousand pounds, not less than six inches;

For any load or burden exceeding twelve thousand pounds, but not exceeding fourteen thousand pounds, not less than six and one-half inches;

For any load or burden exceeding fourteen thousand pounds, but not exceeding sixteen thousand pounds, not less than seven inches;

For any load or burden exceeding sixteen thousand pounds, but not exeeeding eighteen thousand pounds, not less than seven and one-half inches;

For any load or burden exceeding eighteen thousand pounds, not less than eight inches.

To measure the width of the tires on any given wagon or other wheeled vehicle, as herein provided, the tires shall be measured from side to side over all.

To determine what width of tires is required on any given wagon or other four-wheeled vehicle, as herein provided, the weight of the wagon or other four-wheeled vehicle shall not be included in the load, weight or burden.

On two-wheeled carts or other two-wheeled vehicles the width of tires shall be double the width of tires for the same load or burden as herein required for four-wheeled wagons or other four-wheeled vehicles, and in determining the width of the tire the weight of such cart or other two-wheeled vehicle shall not be included in the load, weight or burden.

SECTION 2. This ordinance shall not be construed as applying to wagons or wheeled vehicles with rubber tires, or street cars running on metallic rails.

SECTION 3. Every wagon or wheeled vehicle required to have tires of widths as prescribed by this ordinance shall have fixed in some conspicuous place thereon, in plain letters and figures, the weight in pounds of such wagon or wheeled vehicle, and also the legal capacity in pounds of the same determined according to the width of the tires as herein provided.

SECTION 4. Any person or corporation violating any of the provisions of this ordinance shall be fined not less than twenty-five dollars nor more than one hun-

dred dollars for each offense, and a separate offense shall be regarded as having been committed for each day during which said person or corporation shall continue in such violation.

SECTION 5. This ordinance shall be in full force and effect from and after the first day of May, A. D. 1907.

WILLIAM E. DEVER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, November 15, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance amending Section 2162 of the Revised Municipal Code of 1905 in re driving vehicles, etc. ("rules of the road"), having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2162 of the General Ordinances be amended by adding thereto the following:

a. (Driving in Street Car Tracks.) No person shall be permitted to drive a truck, dray or other vehicle upon any of the streets of the city with any wheel thereof within the space occupied by the car tracks thereon unless all of the wheels of such truck, dray or other vehicle are within the space bounded on the right by the right outer rail and on the left by the left outer rail of said tracks except when driving on or off of said space.

b. (Stopping at Curbs.) No vehicle shall stop with its left side to the curb.

c. (Driving, Backing, Etc., on Sidewalks.) It shall not be lawful for any public cartman, or for any person driving or having charge of any truck, wagon, automobile, or other vehicle, to drive and back any such public truck, or any other truck, wagon, automobile or other vehicle, on to the sidewalk of any of the streets of said city, except as hereinafter provided, or to stop any such truck, wagon, automobile or any other vehicle on any of the cross walks or intersections of streets so as to obstruct or hinder the travel along such cross walks or intersections of streets, or to place any such trucks, wagons, automobiles or other vehicles crosswise of any streets of said city, except to load thereon or unload therefrom, but in no case shall it be lawful for any person to permit such truck, wagon, automobile or other vehicle to remain so crosswise of any street for a longer period than may be actually necessary for such purposes; but it shall be lawful for the owner or occupant of any store, warehouse or building on any street or avenue in which the rails of any railroad company are laid so close to the curb stones as to prevent the owners or occupants from keeping any such truck, wagon, automobile or other vehicle in the carriageway in front of his place of business without interference of the passing cars of any such railroad company to occupy with such truck, wagon, automobile or other vehicle during business hours so much of the sidewalks as may be necessary for such truck, wagon, automobile or other vehicle, provided that sufficient space be retained for the passage of pedestrians between the truck, wagon, automobile or other vehicle so permitted to

occupy such portion of the sidewalk and the stoop in front of every such store, warehouse or other building.

d. (Backing Vehicles to Curb.) In no case shall vehicles remain backed up to the curb except when actually loading or unloading.

e. (Obstructing Crossings.) No vehicle shall stop, except in case of accident or other emergency, or when directed to stop by the police, in such a way as to obstruct any street crossing or within five (5) feet of any such street crossing.

f. (Signal for Automobile.) Every person driving an automobile or motor vehicle shall, at the request or signal by putting up the hand, from a person driving or riding a frightened horse or horses, cause the automobile to immediately stop, and to remain stationary as long as may be necessary to allow said horse or horses to pass.

g. (Vehicles Passing.) All vehicles shall keep as close to the right hand curb as safety and prudence shall permit, except when overtaking and passing another vehicle. An overtaken vehicle must at all times be passed on its left side.

h. (Traffic Not to Be Obstructed.) No vehicle shall be allowed to remain upon or drive through any street of the City of Chicago so as to wilfully blockade or obstruct the traffic of that street.

i. (Age of Driver.) Drivers or persons in charge of or driving vehicles for hire shall not be less than sixteen years of age.

i. (Vehicles Crossing Intersecting Streets.) All vehicles, when turning corners to the right, must be kept inside the center of the street; when turning corners to the left drivers of vehicles must pass to the right of the central point of the street intersection.

k. (Penalty.) Any person violating any of the provisions of this ordinance shall be fined not less than five ($5.00) dollars nor more than fifty ($50.00) dollars for each offense.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

WILLIAM E. DEVER, *Chairman.*

ALSO,

The same committee, to whom was referred an ordinance amending Section 757 of the Revised Code of 1905 concerning the muzzling of dogs, submitted a report recommending that the same be placed on file.

Ald. Dever moved to concur in the report.

The motion prevailed.

SCHOOLS.

The Committee on Schools submitted the following report, which was, on motion of Ald. Zimmer, deferred and ordered published:

CHICAGO, November 14, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Schools, to whom was referred ordinance vacating alley in connection with Earle and Raster School districts, having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

WHEREAS, The Board of Education of the City of Chicago has acquired title to lots 1 to 12 and 37 to 48, both inclusive,

block 37, Vail's Sub. South Lynn, N. E. ¼ Sec. 19-38-14, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Honore, Wood and West 65th streets;

WHEREAS, The aforesaid lots 1 to 12, both inclusive, are separated from the aforesaid lots 37 to 48, both inclusive, by a public alley 16 feet in width running north and south between Honore and Wood streets, south of West 65th street;

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much of the public alley referred to, as shown in the accompanying plat, be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect nor shall the vacation herein provided for become effective until there shall have been dedicated as a public alley and laid open to the public use as such, the S. 16 ft. of lots 12 and 37, which alleys so vacated and dedicated are substantially as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within sixty days after the date of the passage thereof, there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a deed properly executed and acknowledged, conveying to the City of Chicago, for the purpose of a public alley, the S. 16 ft. of lots 12 and 37, also a plat showing the alleys so dedicated and vacated.

MICHAEL ZIMMER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Zimmer deferred and ordered published:

CHICAGO, November 14, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Schools, to whom was referred ordinance vacating alley adjoining the Hermann Raster School premises, having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

WHEREAS, The Board of Education of the City of Chicago has acquired title to lots 8 to 41, both inclusive, K and L, block 8, in E. O. Lanphere's addition to Englewood, a subdivision of lots 1 to 15 and N. ½ of 16 in Sea's subdivision of E. ½, S. E. ¼, Sec. 19-38-14, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Hermann Raster School;

WHEREAS, The aforesaid lot L and lots 8 to 24, both inclusive, are separated from the aforesaid lots 25 to 41, both inclusive, and lot K, by a public alley 16 ft. in width running north and south between S. Wood street and S. Hermitage avenue, N. of W. 70th street, as shown in the accompanying plat.

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. So much of the public alley referred to, as shown in the accompanying plat, be and the same is hereby vacated, as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within sixty days after the date of the passage thereof, there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the

Board of Education, a plat showing the alley vacated.

MICHAEL ZIMMER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Zimmer, deferred and ordered published:

CHICAGO, November 14, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Schools, to whom was referred requests of the Board of Education for appropriations for the Drummond, Garfield, Lyman Trumbull, Rogers and Jenner schools, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the amounts shown opposite the names of schools hereinafter mentioned in this order, be and the same are hereby appropriated for the purposes set forth and the City Comptroller is authorized and directed to set aside the said sums from the unappropriated balance of the building account for the said improvements.

Drummond School, six-room addition, assembly hall and gymnasium	$100,000.00
Garfield School, twelve-room addition, assembly hall and gymnasium	130,000.00
Lyman Trumbull Manual Training High School, additional appropriation for completion of	120,000.00
Rogers School, additional appropriation for completion of	40,000.00
Jenner School, for gymnasium in connection with new addition	9,000.00

MICHAEL ZIMMER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Zimmer, deferred and ordered published:

CHICAGO, November 14, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Schools, to whom was referred requests of the Board of Education to acquire property in connection with the Earle, Raster, Garfield and Knickerbocker schools, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the proper officers of the Board of Education be and they are hereby authorized to acquire title, under the eminent domain law for the use of schools, to the following described property:

Lots 1 to 12, and lots 37 to 48, both inclusive, block 37, Vail's subdivision South Lynn, northeast ¼ section 19-38-14, together with all buildings and improvements thereon, having a frontage of 300 feet on Wood street, southwest corner 65th street, and 300 feet on Honore street, southeast corner 65th street, by a depth of 125 feet in each instance, for a new site for the relief of the Earle and Hermann Raster school districts.

Lots 33 to 41, both inclusive, and lot K in block 8 in E. O. Lanphere's addition to Englewood, a subdivision of blocks 1 to 15, and north ½ block 16 in Sea's subdivision, etc., section 19-38-14, being 256.35 feet frontage on South Wood street by a depth of 124.57 feet north of and adjoining the Hermann Raster school premises, together with all buildings and improvements thereon; also lots 8 to 24 both inclusive, and lot L, same legal description as above, being 456.40 feet frontage on Hermitage avenue, east of the school premises, northwest corner 70th street.

Lot 11, block 19, Brand's addition to Chicago, southeast ¼, northeast ¼ section 20-39-14, being 24 feet frontage on

Newberry avenue by a depth of 99.5 feet north of property now in process of condemnation; east of the Garfield school premises, between 14th street and 14th place, together with all buildings and improvements thereon.

Lot 34, sub-block 1 of Chase and Williams' subdivision of northwest ¼ block 11, Sheffield's addition to Chicago, southwest ¼ section 29, southeast ¼ and south ½, northeast ¼ section 31, all of section 32 and west ½ of southwest ¼ section 33-40-14, together with all buildings and improvements thereon, being 25 feet of ground north of and adjoining 25 feet now in process of condemnation north of the Knickerbocker school premises.

MICHAEL ZIMMER,
Chairman.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting switch track to Montgomery Ward & Company, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing Montgomery Ward & Company to construct, maintain and operate certain switch tracks in Hawthorne avenue and North Branch street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Montgomery Ward & Company, a corporation organized and existing under and by virtue of the laws of the State of Illinois, its successors and assigns, to construct, maintain and operate a switch track hereafter to be constructed, maintained and operated by said Montgomery Ward & Company on the west side of Hawthorne avenue from its intersection with the south line of Oak street southeastward to the right of way of the Chicago, Milwaukee & St. Paul Railway company at a point about three hundred (300) feet north of the north line of Chicago avenue; and, further, to construct, maintain and operate a switch track to connect the above-mentioned switch track with the main line of the Chicago, Milwaukee & St. Paul Railway company, beginning at a point about twenty (20) feet north of the north line of North Branch street and ending at about one hundred and fifty (150) feet south of the south line of Oak street; and, further, to construct, maintain and operate a switch track commencing at a point in the switch track first mentioned, at about one hundred and seventy-five (175) feet south of the south line of North Branch street at its intersection with Hawthorne avenue, thence running in a northwesterly direction across the premises of Montgomery Ward & Company and on to North Branch street at a point about twenty (20) feet west of the west line of Hawthorne avenue, thence along the south half of North Branch street westward to a point about two hundred and seventy-five (275) feet west of the west line of Hawthorne avenue, when said switch track will again enter the premises of Montgomery Ward & Company, in the City of Chicago, as shown by plat thereof attached to and made a part of this ordinance, for and during the period of ten years from and after the passage of this ordinance.

SECTION 2. The permission and au-

thority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said streets as are occupied by said switch tracks in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all appurtenances thereto and shall forthwith restore the portions of said streets occupied by said switch tracks to a condition safe for public travel similar to the remaining portions of said streets in the same blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The construction, maintenance and operation of the switch tracks herein provided for shall be subject to all existing ordinances of the City of Chicago, now in force or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision of and to the satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said Montgomery Ward & Company shall pay to the City of Chicago the sum of $663.00 per annum, in advance, each and every year during the life of this ordinance; the first payment to be made at the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee, or its assigns, fail to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that Montgomery Ward & Company, the grantee herein, will within ten (10) days after the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of $10,000, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by the said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason of or on account of the passage of this ordinance, or for or by reason of or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within ten (10) days from the date of its passage said Montgomery Ward & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance, and a bond as herein provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the fol-

lowing report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting permission to Pettibone, Mulliken and Company to lay down and maintain switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Pettibone, Mulliken & Company, a corporation, its successors or assigns, to lay down, construct, maintain and operate one single railroad switch track in, along, and upon the easterly side of Hawthorne avenue from a point about two hundred and fifty (250) feet northwest of the northerly line of Eastman street, connecting with the right of way of the Chicago, Milwaukee & St. Paul Railway company's tracks in Hawthorne avenue and running in a southerly direction into the northwest corner of block sixty-one (61) in John A. Yates' re-subdivision of the east one-half (east ½) of the northeast quarter (northeast ¼) of section 5-39-14, as shown on the blue print attached, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express conditions that the said Pettibone, Mulliken and Company, the grantee herein, will within thirty (30) days after the date of the passage of this ordinance file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance or operation of said switch track, or failure to keep in repair such parts of said Hawthorne avenue as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said

grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Department of Public Works shall direct, then said Department may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, such work shall be done by or under the direction of the Department of Public Works of the City of Chicago and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof and shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Pettibone, Mulliken & Company shall pay to the City of Chicago the sum of one hundred and eighty-seven ($187.00) dollars per annum in advance each and every year throughout the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express condition of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days after the date of its passage said Pettibone, Mulliken & Company shall file with the City Clerk of the City of Chicago a written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting switch track to Tonk Manufacturing Company, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted the Tonk Manufacturing Company, its successors or assigns, to maintain and operate a railroad switch track hereafter to be constructed and operated by said Tonk Manufacturing Company, its successors or assigns, from and connecting with the Chicago, Milwaukee & St. Paul Railroad, at a point in lot sixteen (16), of sub-block three (3), of block thirteen (13), in Sheffield's addition to

Chicago, seventy-five feet from the southwesterly corner of lot fourteen (14), of said sub-block three (3), and running thence in a southern direction, thirty-eight (38) feet, diagonally over and across an alley, running in northwesterly and southeasterly direction through said sub-block three (3), of block thirteen (13), of said Sheffield's addition, and thence on to property owned and controlled by said grantee, the point at which said track crosses said alley being more particularly shown in the plat hereto attached, which is made a part hereof, for and during the period of ten (10) years from and after the passage of this ordinance.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said alley as is occupied by said switch track in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said alley occupied by said switch track to a condition safe for public travel, similar to the remaining portions of said alley in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force, relating to the use and operating of switch tracks, and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said grantee shall pay to the City of Chicago the sum of forty and no one-hundredths ($40.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its successors or assigns fails to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that said grantee will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago, a bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless, the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein, by virtue of the authority herein given.

Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within thirty (30) days from the date of its passage said Tonk Manufacturing Company, its successors or assigns, shall file with the City Clerk of the City of Chicago their written acceptance of this ordinance, and a bond as herein provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, November 19, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting Albert H. Veeder a switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the permission and authority granted to Albert H. Veeder, his heirs, executors and assigns, by an ordinance passed January 14, 1889, for twenty (20) years to lay down, construct, maintain and operate a single railroad switch track from a connection with the tracks of the Chicago & Evanston Railroad company, owned and operated by the Chicago, Milwaukee & St. Paul Railroad company, from Hawthorne avenue at a point directly opposite the northwest corner of lot thirty-eight (38), in block seventy-two (72), in Elston's addition to Chicago; thence on a gradual curve to and across the east line of lot forty-two (42), in block seventy-two (72) Elston's addition to Chicago aforesaid, be and is hereby extended for a period of ten (10) years from and after January 14, 1909. The location of said switch track is more particularly shown in red lines upon the blue print hereto attached and made a part hereof.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said street as is occupied by said switch track in good condition and repair and safe for public travel to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted by expiration of time or otherwise said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said street occupied by said switch track to a condition safe for public travel similar to the remaining portions of said street in the same block to the satisfaction and approvel of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the construction and maintenance thereof shall be under the supervision and to the

satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the extension herein granted the said grantee shall pay to the City of Chicago the sum of one hundred and no one-hundredths dollars ($100.00) per annum in advance each and every year during the life of the present ordinance and extension thereof, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or his assigns fail to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that said grantee will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may he suffered by said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago, for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within thirty (30) days from the date of its passage the said Albert H. Veeder shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as herein provided.

JOHN H. SULLIVAN,
Chairman.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on sundry claims for refunds of 90 per cent of special assessments for laying water pipes, deferred and published November 12, 1906, page 1976.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby au-

thorized to make refunds of the 90 per cent. due the following persons on account of payments made for laying water pipes under the special assessment warrant numbers enumerated, upon presentation by the said persons of County Clerk's certificates of payment, or duplicate City Collector's receipts in accordance with the report of the Board of Local Improvements attached hereto.

Warrant 12699	Willis G. Hughes	$10.35
Warrant 12699	Joost Brothers...	25.51
Warrant 20780	Joost Brothers...	18.30
Warrant 17290	A. C. Selleck.....	7.20
Warrant 16963	A. C. Selleck.....	14.17
Warrant 17980	David Young....	16.01
Warrant 18067	Charles Hallstrom	14.31
Warrant 18067	Oscar Hallstrom..	13.50
Warrant 18415	P. Moore.....	11.70
Warrant 18419	Charles Peters...	10.80
Warrant 18736	James O'Brien...	23.40
Warrant 18779	J. P. Rusthoi.....	22.50
Warrant 19365	George Arnold...	22.50
Warrant 19572	Swedish Home of Mercy	50.05
Warrant 19572	S. Youngquist....	209.30
Warrant 20364	Joseph M. Spahn.	16.92
Warrant 20368	Alex Boome.....	6.37
Warrant 20370	M. O'Connor.....	31.14
Warrant 20430	Mrs. Theresa Schmidt	27.64
Warrant 20434	G. L. Ayers.....	63.12
Warrant 20566	Anna Henderson..	5.00
Warrant 20630	H. Helten.....	16.50
Warrant 21210	G. Snydacker Estate	26.49
Warrant 21327	J. J. Miller.....	146.63
Warrant 21931	Henry Hansen...	44.55
Warrant 22477	Anna R. Hurd...	8.06
Warrant 22590	Elsie Kann.....	58.10
Warrant 23111	Bridget Hogan...	14.25
Warrant 23111	J. O'Donohue....	14.25
Warrant 23148	Sarah McConnell.	17.01
Warrant 23233	Rev. Andrew Spetz	37.87
Warrant 20933	H. E. Hamilton..	42.84

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Charles F. Bellair, for wages during illness, deferred and published November 12, 1906, page 1977.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Charles F. Bellair in the sum of sixty-six and thirty-seven one-hundredths dollars ($66.37), in accordance with his recommendation, dated November 7th, 1906, and attached hereto, said amount being wages deducted on account of absence during illness, and the Comptroller is ordered to pay the same from the appropriation for salaries Bureau of Engineering.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of John Campbell for track elevation damages, deferred and published November 12, 1906, page 1977.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Fore-

man, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby directed to allow a judgment to be taken against the city in favor of John Campbell in the sum of five hundred dollars ($500.00), same to be in full of all claims of damages to property situated at the southwest corner of 40th street and Armour avenue, by reason of the elevation of the railroad tracks at that point.

This action is taken in accordance with the recommendation of the Corporation Counsel attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of F. Carl Martini for wages during illness, deferred and published November 12, 1906, page 1977.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of F. Carl Martini in the sum of one hundred fifty-one and sixty-six one-hundredths dollars ($151.66), same being for wages deducted on account of absence of said F. Carl Martini, occasioned by illness during the months of August and September, and the Comptroller is ordered to pay the same from appropriation for salary in the Engineering Department.

This action is taken in accordance with the recommendation of the Assistant Engineer, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on claim of Jacob Mohr, for refund of duplicate building permit, deferred and published November 12, 1906. page 1978.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Jacob Mohr the sum of four and no one-hundredths dollars ($4.00), same being amount paid for building permit A-6325, taken out in duplicate through error, and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken in accordance with the recommendation of the Commissioner of Buildings attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on bids for the sale of the Springer School site, deferred and published November 12, 1906, page 1978.

Ald. Bennett moved to concur in the

report and reject all bids presented for the property in question.

The motion prevailed.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on an ordinance requiring the City Treasurer to make deposits of city funds daily; and an ordinance concerning city depositaries and interest on city moneys deposited therein, deferred and published October 29, 1906, page 1830.

Ald. Bennett presented drafts of two ordinances concerning the same subjects, and moved that they be substituted for the ordinances recommended by the Committee, and deferred and published.

The motion prevailed.

The following are the substitute ordinances:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The City Treasurer of the City of Chicago is hereby directed and required to deposit daily all moneys received by him as City Treasurer during banking hours, and also such moneys as he may have received on the day previous after banking hours, in one of the banks which may have been designated by the City Council as depositaries, pursuant to the act of May 18, 1905, entitled "An act to amend an act entitled 'An act to provide for the incorporation of cities and villages.'"

SECTION 2. Of the banks which may have been so designated by the City Council as depositaries, the City Comptroller shall have power and authority to designate from time to time, one, as the active bank or depositary for a period not longer than one month at a time. During such period the City Treasurer shall deposit all moneys in such active bank and shall draw his checks to pay warrants drawn upon him by the Mayor and City Comptroller upon such active bank; provided, however, that the City Treasurer shall have power to withdraw the city's money from any depositary in the cases provided for and under the circumstances stated in Sections 3 and 4 of this ordinance.

SECTION 3. There is hereby created a fund to be known as the "Treasurer's Petty Cash" fund and for the purpose of enabling the Treasurer to pay in cash such warrants as may be presented to him for payment in cash, the Mayor and Comptroller are hereby authorized to draw warrants, from time to time for such amounts as may in their judgment be sufficient to meet the daily demand for that purpose. Such warrants shall be made payable to the City Treasurer and shall be chargeable to such "Treasurer's Petty Cash" fund which shall in turn be credited with the amounts of warrants thus paid in cash from said fund.

SECTION 4. There is hereby created a fund to be known as the "Equalization and Transfer" fund, and for the purpose of facilitating the equalization or apportionment the amounts of the balances on deposit with the several depositaries, and the speedy transfer of money from one depositary to another in case of necessity, the Mayor and Comptroller are hereby authorized to draw warrants, from time to time, for such amounts as may in their judgment be necessary or advisable for the proper apportionment of the city's deposits among its depositaries or for the protection of the city's interests. Such warrants shall be made payable to the City Treasurer and shall be chargeable to such "Equalization and Transfer" fund, which shall in turn be credited with the respective amounts thereof deposited with one or more of the other depositaries, as the case may be.

SECTION 5. When the City Treasurer shall have complied with the terms of this ordinance and shall have deposited all city money with such depositaries his bond shall be reduced to the sum of five million dollars, and every City Treas-

urer hereafter elected shall, before entering upon the duties of his office, give bond with sufficient sureties, to be approved by the City Council, in the penal sum of five million dollars, provided, however, that the amount of such bond may from time to time be increased or diminished by resolution of the City Council.

SECTION 6. This ordinance shall take effect and be in force from and after its passage.

AN ORDINANCE

In regard to city deposits.

WHEREAS, The Comptroller of the City of Chicago is required at least once in each year, and not later than the first day of December in each year, to advertise for bids from all regularly established National and State Banks doing business within the corporate limits of the City of Chicago for interest upon the money of the city so to be deposited in such banks, the City Council having power to reject all bids and to designate as many depositaries as it deems necessary for the protection of the city's interests and to award bids accordingly and to pass all necessary ordinances in reference thereto.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The City Comptroller in advertising for such bids is authorized and directed to give notice that the average monthly balance to be kept in any one bank shall not exceed the sum of $1,000,000, and the City Council shall designate the maximum amounts to which such banks shall be respectively entitled, and in apportioning such amounts may take into consideration the capital, surplus and undivided profits of the several banks so submitting bids for city deposits.

SECTION 2. No moneys shall be deposited with any such bank nor any such award be effective until such depositary shall have delivered to the Comptroller a bond running to the City of Chicago in double the amount which such bank or depositary shall be designated as being entitled to receive upon its bid and with such sureties as the City Council shall approve, conditioned in like manner as other official bonds given by public officials, charged with the custody of money.

SECTION 3. This ordinance shall take effect and be in force from and after its passage.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance creating a prohibition district bounded by 75th street, 125 feet east of Centre avenue, 79th street and 125 feet west of Halsted street, deferred and published October 22, 1906, page 1729.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas — Harding, Dixon, Foreman, Pringle, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Sitts, Dever, Stewart, Finn, Reese, Foell, Dougherty, Werno, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Race —45.

Nays—Kenna, Coughlin, Richert, McCormick, Cullerton, Hoffman, Schermann, Brennan, Conlon, Powers, Bowler, Sullivan, Jacobs, Hahne, Krumholz, Wendling, Kohout, Nolan—18.

The following is the ordinance as passed.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license shall be issued for the keeping of a dram shop

at any place within the territory bounded by a line described as follows:

Beginning at the center of West 75th street, at a point one hundred and twenty-five (125) feet west of the west line of South Halsted street, and running thence westward along the center line of the said West 75th street to a point one hundred and twenty-five feet (125) feet east of the east line of South Centre avenue; thence due southward to the center line of West 79th street at a point one hundred and twenty-five (125) feet east of the east line of the said South Centre avenue; thence eastward along the center line of the said West 79th street to a point one hundred and twenty-five (125) feet west of the west line of South Halsted street; thence due northward to the place of beginning.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Pabst Brewing Company to construct and maintain an opening 4 feet by 4 feet on 88th street, deferred and published June 11, 1906, page 773.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Pabst Brewing Company, its successors and assigns, to construct and maintain an opening 4 by 4 feet with iron cover for same, in the sidewalk space on 88th street (8801 Commercial avenue) to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said opening shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, its successors and assigns, shall restore said portion of the sidewalk at the place where said opening is located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said opening had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to

the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the sidewalk in which such opening is located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall pay to the City Collector of the City of Chicago the sum of ten dollars as a permit fee for the sidewalk opening as above described.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting Ford & Johnson permission to maintain a bulkhead, deferred and published October 22, 1906, page 1732.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and are hereby granted to the Ford and Johnson Company to build and maintain a platform, or bulkhead, in the alley in the rear of the premises 1433, 1435 and 1437 Wabash avenue; said platform, or bulkhead, shall not be elevated more than four feet above the surface of the alley, shall not be more than fifty feet in length nor more than four feet three inches in width. Said platform, or bulkhead, shall be constructed according to the plans approved by the Commissioner of Public Works of the City of Chicago and in a safe and workmanlike manner under the supervision and to the satisfaction of the said Commissioner. Said platform, or bulkhead, shall not be changed in any manner without a permit from the said Commissioner.

SECTION 2. The permission and authority herein given shall cease and determine ten years from and after the

passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted, whether by its own limitations or by the action of the Mayor, said grantee, its successors or assigns, shall immediately remove said platform, or bulkhead, and restore the alley to its proper level and a good condition, satisfactory to the Commissioner of Public Works, and all the expense thereof shall be borne by the grantee herein, its successors or assigns.

SECTION 4. Said grantee shall pay to the City of Chicago, as compensation for the privilege herein granted, the sum of thirty-one and 88-100 ($31.88) dollars per annum during the time said platform, or bulkhead, shall be maintained, the first payment to be made when this ordinance is accepted and a similar payment to be made annually thereafter.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of $10,000, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago, from any and all liability, damage or expense of any kind whatsoever, which may be suffered by the said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done in or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at at any time during the life of this ordinance such bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and the filing of an acceptance in writing, of this ordinance by said grantee and the filing of the bond herein-provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance vacating alleys in Bissell's Second Subdivision, deferred and published October 29, 1906, page 1836.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Providing for the vacation of certain portions of the public alleys in the block bounded by 32d street, Emerald avenue, 33d street and Union avenue, and for the dedication of a new public alley in said block.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the public alley dedicated by the Archbishop of Chicago, a

corporation sole, under an ordinance passed by the City Council of the City of Chicago on July 2, 1906, the same being the southern part of Lot six (6), in Bissell's Second Subdivision of the south one-half (½) of the east one-half (½) of Block eight (8), in Canal Trustees' Subdivision of the west one-half (½) of the northwest quarter (¼) of Section thirty-three (33), Township thirty-nine (39) North, Range fourteen (14) East of the Third Principal Meridian, being the alley running east and west as shown in red and marked "to be vacated" on the plat hereto attached, which is hereby made a part of this ordinance; also that portion of the sixteen (16) foot public alley running north and south from 32d street to 33d street, between Emerald avenue and Union avenue, lying between the alley so dedicated in the southern portion of Lot six (6), Lot seven (7) and the north nine (9) feet of Lot eight (8) on the west, and Lots forty-three (43), forty-two (42) and forty-one (41) on the east, being that portion of the said alley shown in red and marked "to be vacated" on the said plat, be and the same are hereby vacated, inasmuch as said alley running east and west and said portion of the alley running north and south are no longer required for public purposes and the public interest will be subserved by their vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within sixty (60) days after the passage of this ordinance the said Archbishop of Chicago, who is the owner of Lot eight (8) in said subdivision, shall pay to the City Collector of the City of Chicago the sum of two hundred thirty-five and eight one-hundredths ($235.08) dollars, and shall dedicate as a public alley and open to public use as such the south sixteen (16) feet of said Lot eight (8) in said subdivision, said portion of said Lot eight (8) being shown in yellow and marked "to be dedicated" on the said plat hereto attached, and further that the said Archbishop of Chicago shall file within sixty (60) days in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing such vacation and such dedication; and in case of failure to so dedicate and open up the new alley as aforesaid, or to record the plat as aforesaid, or pay compensation as aforesaid within said sixty (60) days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and due publication, subject, however, to the conditions of Section 2, as provided herein.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance, granting permission to the Chicago Bridge and Iron Company to maintain a switch track, deferred and published October 29, 1906, page 1837.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and au-

thority be and they are hereby given and granted to the Chicago Bridge and Iron Company to maintain the railroad switch track heretofore constructed and operated by them extending along and upon Throop street(Hilliard avenue) and twice across Elm street (105th), said railroad track starting at a point on the present switch track of the Chicago Bridge and Iron Company in Hilliard avenue, on the north line of Elm street (105th), 28 feet due east of the southwest corner of Block No. 3, Hilliard and Hitt's Subdivision of Washington Heights, Chicago, thence southerly on a 21-degree 30-minute curve to the right, crossing Elm street (105th), and intersecting the northeast corner of Block No. 6, in said Hilliard and Hitt's Subdivision; also a second crossing of said Elm street (105th) beginning at a point on the right of way of the Chicago, Rock Island and Pacific Railway Company 29 feet due west from the southwest corner of said Block 3, thence on a 21-degree 30-minute curve to the left southerly, crossing Elm street (105th), and intersecting the north line of said Block 6 at a point due south from the southwest corner of said Block 3; the two crossings of Elm street (105th), as specified above, being in a continuous curve forming a Y between the two existing switch tracks into the property of said Chicago Bridge and Iron Company, in accordance with the plans hereto attached for and during the period of ten (10) years from and after the passage of this ordinance.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment and repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said streets as are occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted by expiration of time or otherwise said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said streets occupied by said switch track to a condition safe for public travel similar to the remaining portions of said streets in the same block to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized, until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges herein granted, the said Chicago Bridge and Iron Company shall pay to the City of Chicago the sum of one hundred seventy-five and twenty-nine one-hundredths dollars ($175.29) for the use of said streets from the 22d day of June, A. D. 1905, to the date of the passage of this ordinance, and the further sum of one hundred twenty-seven and fifty one-hundredths dollars ($127.50) per annum in advance each and every year during the life of this ordinance; the first payment of such annual amounts to be as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provi-

sion of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fails to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the bond herein above mentioned be filed within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance, vacating alleys in block north of 98th street, B. & O. R. R. and east of Avenue N, Taylor's Second Addition to South Chicago, deferred and published November 12, 1906, page 1979.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating and dedicating certain alleys in the block lying north of 98th street and the Baltimore & Ohio Railroad Company's right of way and west of Avenue N.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the first public alley lying west of Avenue N, north of the Baltimore & Ohio Railroad Company's right of way, (and extending from same to the south line of the new alley to be dedicated, as hereinafter provided for) as colored in red and shown on the plat hereto attached and marked "Alley to be vacated" thereon; said plat being a plat of survey of Lots 18, 19, 20, 21, 22, 23 and 24 of the Subdivision of Lots 3 to 15, both inclusive, and Lot 40, Block 3; Lot 25, Block 12; all of Block 13 in Taylor's Second Addition to South Chicago, a subdivision of Southwest Fractional Quarter (¼) of Fractional Section 5 lying south of the Indian boundary line in Township 37 North, Range 15 east of the Third Prin-

cipal Meridian in Cook County, Illinois, which plat is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance the owners of the above Lots 18, 19, 20, 21, 22, 23 and 24, who shall derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of forty-eight and fifty-four one-hundredths ($48.54) dollars; and further that this ordinance shall not take effect, nor shall the vacation herein provided for become effective until an alley 18 feet in width shall have been opened for public use through and upon the north end of said property shown on said plat; the new alley to be so opened being colored in green and indicated thereon by the words "alley to be dedicated"; and provided further that the owner or owners of said property shall also within thirty (30) days of the passage of this ordinance file for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing said vacation and said dedication.

SECTION 3. This ordinance shall take effect and be in force from and after its passage subject to the provisions of the preceding section.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Henry Hafer & Son to maintain two elevated switch tracks across 24th place, etc., deferred and published November 12, 1906, page 1980.

Ald. Dailey presented the following amendment to the ordinance recommended by the Committee:

AN AMENDMENT

To the ordinance granting authority to Henry Hafer & Son Coal Company to construct, maintain and operate elevated switch tracks across Twenty-fourth place, the alley between Twenty-fourth place and Twenty-fourth street, Twenty-fourth street, and the alley between Twenty-fourth street and Twenty-third place.

Amend the said ordinance by striking out Sections 6 and 7, and inserting in lieu thereof the following:

"SECTION 6. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. This ordinance shall be subject to modification, amendment and repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 7. The operation and maintenance of the elevated switch tracks herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks, elevated railroads and structures above streets and alleys; and the construction and maintenance of said elevated switch tracks shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 8. During the life of this ordinance the grantee herein shall keep the portions of the streets and alleys underneath the said elevated switch tracks in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said

grantee shall remove said switch tracks and all appurtenances thereto, and shall forthwith restore the portions of said streets and alleys occupied by said switch tracks to a condittion, safe for public travel, similar to the remaining portions of said streets and said alleys in their respective blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 9. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned, further, to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 10. In consideration of the privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of one hundred and no one-hundredths ($100.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance, and succeeding payments annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee or its successors or assigns shall fail to promptly pay any installment of the said compensation.

SECTION 11. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

Ald. Dailey moved to adopt the amendment.

The motion prevailed.

Ald. Bihl moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority are hereby granted to Henry Hafer and Son Coal Company, their heirs, grantees and assigns, to construct, maintain and operate switching tracks and cars thereon, with steam or other suitable power from the most desirable point on

the line of the elevated roadbed and tracks of the Chicago and Western Indiana Railroad Company south of the south line of 24th place at an elevation of about 27.5 feet above city datum and extending from said initial point northerly and crossing 24th place with a single switching track; also crossing the alley between 24th place and 24th street, 24th street, and the alley between 24th street and 23d place to the south line of 23d place with two (2) railroad switching tracks by means of the construction of subways in 24th place and 24th street where the elevation of the level of the top of the rail of said switching tracks shall not be less than 27.5 feet above city datum, so that there shall be no depression of the streets at said subways; said switching tracks shall continue along and parallel with the west line of the Chicago and Western Indiana Railroad Company's right of way to the south line of 23d place. The crossing of said streets as mentioned above shall be made by means of subways of such dimensions, specifications and other details as described in Section 4a of this ordinance, and in accordance with maps hereto attached.

SECTION 2. Said switching tracks shall be elevated or constructed upon a trestle-work structure between the abutment walls of the streets and alleys mentioned in this ordinance.

SECTION 3. The said elevated switching tracks shall be carried across 24th place, the alley between 24th place and 24th street and the alley between 24th street and 23d place on suitable bridges of one or two spans whose superstructure shall consist of iron or steel main girders with iron or steel main floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath.

The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right of way and in curb lines of the intersecting avenues and streets, as provided in the schedule of subways herein contained.

Paragraph 4. Subways shall be constructed beneath the said switching tracks of Henry Hafer and Son Coal Company where said switching tracks are intersected and crossed by 24th place, and 24th street.

SECTION 4a. The subways mentioned in Section 4 of this ordinance and which shall be constructed with the elevation upon which said switching tracks are to be placed, shall as to their size, dimensions, location and other details be in accordance with the following schedule:

Subway in 24th place, under the switching track of Henry Hafer and Sons Coal Company. (Street, 40 feet wide).

There shall be no depression of the street.

The floor of the subway shall not be less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway under the tracks of the Chicago and Western Indiana Railroad Company and on the west to a connection with the established grade of the street in 24th place.

Width between walls of subway, 40 feet.

Width of roadway, 30 feet in subway.

Width of sidewalks, 5.0 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same.

Clear head-room, 12.0 feet.

Subway in 24th street, under the switching tracks of Henry Hafer and Son Coal Company. (Street, 66 feet wide).

There shall be no depression of the street.

The floor of the subway shall not be less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway under the tracks of the Chicago and Western Indiana Railroad Company and on the west to a connection with the established grade of the street in 24th street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of the subway shall be the same as they now exist.

The depresion of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.5 feet.

SECTION 5. All the work hereinbefore required to be done by said Henry Hafer and Son Coal Company, or upon or in connection with the public streets of the city mentioned in this ordinance, shall be done and performed under the supervision and subject to the inspection and approval of the Commissioner of Public Works of the City of Chicago. At least ten (10) days prior to the commencement of any part of such work the plans and specifications thereof shall be submitted to the Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance, in so far as this ordinance contains specific provisions, and in the absence of such provisions if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 6. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. This ordinance shall be subject to modification, amendment and repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 7. The operation and maintenance of the elevated switch tracks herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks, elevated railroads and structures above streets and alleys; and the construction and maintenance of said elevated switch tracks shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 8. During the life of this ordinance the grantee herein shall keep the portions of the streets and alleys underneath the said elevated switch tracks in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all appurtenances thereto, and shall forthwith restore the portions of said

streets and alleys occupied by said switch tracks to a condition, safe for public travel, similar to the remaining portions of said streets and said alleys in their respective blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 9. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned, further, to indemnify, save and keep harmless the City of Chicago, from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 10. In consideration of the privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of one hundred and no one-hundredths ($100.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance, and succeeding payments annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee or its successors or assigns shall fail to promptly pay any installment of the said compensation.

SECTION 11. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to S. Lederer Company to maintain a coal vault, deferred and published November 12, 1906, page 1982.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing S. Lederer Co. to construct and maintain a coal vault in the public alley in the rear of the building at the southeast corner of Commercial Avenue and 91st street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and au-

thority be and the same are hereby granted to S. Lederer Co., a corporation, its successors and assigns, to construct and maintain a coal vault ten (10) feet by thirty (30) feet in size with iron cover for same, in the public alley in the rear of the building at the southeast corner of Commercial avenue and 91st street; the same to be located substantially as shown on plat hereto attached, which is hereby made a part of this ordinance; said coal vault shall be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and the same are to be filed in the office of said Commissioner, and the iron door covering the same shall be constructed and maintained in a safe and workmanlike manner under the supervision and to the satisfaction of the said commissioner.

SECTION 2. The permission and authority hereby granted shall cease and terminate ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or otherwise said grantee, its successors or assigns, shall restore the portion of the alley where said coal vault is located to the same condition, safe for public travel, as the other parts of said alley in the same block and satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said city.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein granted, and conditioned further to observe and perform all and singular the conditions and privileges of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the street in which said coal vault is located and the iron cover for same in a condition safe for public travel, to the satisfaction of the Commissioner of Public Works, and the permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to and regulating the use of space underneath public streets and alleys and the maintenance of coal vaults therein.

SECTION 5. In consideration of the privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of ten and no one-hundredths ($10.00) dollars per annum for each and every year during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall

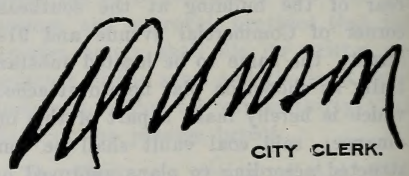
fail promptly to pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance of the same, and the bond hereinabove provided for, within thirty (30) days from the date of the passage hereof.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, November 26, 1906, at 7:30 P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, November 26, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, November 28, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Conlon aand Hunter.

MINUTES.

Ald. Bennett moved to correct the minutes of the regular meeting held Monday, November 19, 1906, as printed, by striking from the thirtieth line, right-hand column, page 2017, the word "accepted," and by inserting in lieu therof the words, "deferred and published."

The motion prevailed.

Ald. Foreman moved to approve the minutes as corrected without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction dur-

ing the wek ending November 24, 1906, together with the cause of each release:

Mary Barry, released for husband.

Wm. Schoenstadt, released for father.

Wm. Shaughnessy, released for L. J. Haigler.

Dennis Sheehy, released for L. J. Haigler.

Louis Grumbus, released for Henry Luetzenkirchen.

Jos Zolkowski, released for wife.

Elmer Prout, released for wife.

Chas. Luhde, released for Ald. Fick.

Wm. Fitzgerald, released for wife.

John Bintz, released for wife.

Barnett Kar, released for wife.

S. Van Valkenberg, released for Francis J. Sullivan.

Peter Mespadzing, released for mother.

Jas. Shannon, released for Ald. Hunt.

Frank Wodzu, released for Jos. S. La Buy.

Chas. Howard, released for Ald. Cullerton.

Jos. Hebbs, released for E. Friedlander,

A. Mosby, released for F. J. Lewis.

Louis Gibbs, released for wife.

Marion Cissell, released for Sam'l Friedman and $25.00, part of fine paid.

Ben Lester, released for Sam Watson.

B. Pienta, releaser for wife.

Thos. A. Everett, released for Ald. Nolan.

Albert Henke, released for Ald. Burns.

Jas. McGee, released for wife.

Which was ordered published and placed on file.

ALSO,

The following communication from the Chicago Grocers' and Butchers' Association:

THE CHICAGO GROCERS' AND BUTCHERS' ASSOCIATION.

CHICAGO, November 26, 1906.

Hon. Edward F. Dunne, Mayor, Chicago.

DEAR SIR—The following resolution was passed by the Chicago Grocers' and Butchers' Association at the regular meeting held on November 22d, 1906, and we would request that you give this matter your consideration:

WHEREAS, The franchise of the Chicago Telephone Company is about to expire and said company is seeking a renewal of same; and,

WHEREAS, A new telephone company, known as The Manufacturers' Telephone Company, is desirous of obtaining a franchise and has already offered lower rates and guaranteed better services to the public, and also a fair compensation to the city, said compensation being based upon its earning capacity; and,

WHEREAS, Judging from past experience with The Chicago Telephone Company, it would seem to be for the best interests of our members and the public in general that the Manufacturers' Telephone Company be granted a franchise, taking into consideration the fact that they are business men of this city and have its welfare at heart; therefore, be it

Resolved, That The Chicago Grocers' and Butchers' Association, in regular meeting assembled, do commend the action of His Honor, Mayor Dunne and of the City Council, in their efforts to secure better terms and better telephone services for the City of Chicago, and we do recommend and request that a franchise be granted to the Manufacturers' Telephone Company on the very best terms and conditions obtainable from said company.

THE CHICAGO GROCERS' AND BUTCHERS' ASSOCIATION,

OSCAR M. KLING.
President.

H. F. PETERSON, *Secretary.*

Which was placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 24, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, with-

out my approval, an order passed at the last regular meeting of your Honorable Body, and published at page 2028 of the current printed Council Proceedings, directing the Commissioner of Public Works to lay a 4-inch water service pipe into the Ravenswood Presbyterian Church, at the northwest corner of Hermitage and Cullom avenues, without meter, for the reason that the water pipe described in this order is larger in dimensions than is usually inserted in such orders, and it does not appear for what purpose the water is to be used, nor is there any limitation upon the length of time for which the privilege may be enjoyed, and there is, also, no clause providing that the privileges granted may be revoked by the Mayor at any time in his discretion. In my opinion, all grants of this character, where water is furnished for charitable or religious purposes, should state specifically the purpose for which the water is to be used and providing a penalty if used for any other purpose.

Respectfully submitted,

E. F. DUNNE,

Mayor.

Ald. Foreman moved to reconsider the vote by which the order referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Foreman moved that the order be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 24, 1906.

To the Honorable, the City Council.

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2054 of the current printed Council Proceedings, granting permission to the Pabst Brewing Company to construct and maintain an opening 4x4 feet in the sidewalk space in front of 8801 Commercial avenue, for the reason that special ordinances are not necessary for privileges of this character, but the whole subject is covered by general ordinances as pointed out in an opinion of the Corporation Counsel published in Council Proceedings of October 15, 1906 and printed on page 1478.

Respectfully submitted,

E. F. DUNNE,

Mayor.

Ald. Bennett moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 24, 1906.

To the Honorable, the City Council.

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, and published at pages 2055-6 of the current printed Council Proceedings, granting permission to the Ford & Johnson Company to build and maintain a bulkhead in the alley in the rear of the premises 1433-37 Wabash avenue, for the reason that Section 4 of the said ordinance does not contain the usual provision that upon default in the payment of any installment of compensation by the grantee the privileges granted shall terminate. I respectfully recommend that the vote by which said ordinance was passed be reconsidered and that the same be re-passed without the usual reference to a committee, with the following amendment:

Amend Section 4 of said ordinance by

adding at the end thereof the following language:

"It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fails to promptly pay any installment of said compensation."

Respectfully,

E. F. DUNNE,
Mayor.

Ald. Coughlin moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Coughlin moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Coughlin moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and are hereby granted to the Ford and Johnson Company to build and maintain a platform, or bulkhead, in the alley in the rear of the premises 1433, 1435 and 1437 Wabash avenue; said platform, or bulkhead, shall not be elevated more than four feet above the surface of the alley, shall not be more than fifty feet in length nor more than four feet three inches in width. Said platform, or bulkhead, shall be constructed according to the plans approved by the Commissioner of Public Works of the City of Chicago and in a safe and workmanlike manner under the supervision and to the satisfaction of the said Commissioner. Said platform, or bulkhead, shall not be changed in any manner without a permit from the said Commissioner.

SECTION 2. The permission and authority herein given shall cease and determine ten years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted, whether by its own limitations or by the action of the Mayor, said grantee, its successors or assigns, shall immediately remove said platform, or bulkhead, and restore the alley to its proper level and a good condition, satisfactory to the Commissioner of Public Works, and all the expense thereof shall be borne by the grantee herein, its successors or assigns.

SECTION 4. Said grantee shall pay to the City of Chicago, as compensation for the privilege herein granted, the sum of thirty-one and 88-100 ($31.88) dollars per annum during the time said platform, or bulkhead, shall be maintained, the first payment to be made when this ordinance is accepted and a similar payment to be made annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its as-

signs fails to promptly pay any installment of said compensation.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of $10,000, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago, from any and all liability, damage or expense of any kind whatsoever, which may be suffered by the said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done in or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at at any time during the life of this ordinance such bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and the filing of an acceptance in writing, of this ordinance by said grantee and the filing of the bond hereinprovided for.

ALSO,

The following veto message:

MAYOR'S OFFICE,
November 24, 1906.

To the Honorable, the City Council.

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2061 of the current printed Council Proceedings, granting permission to Henry Hafer & Son Coal Company to construct, maintain and operate elevated switching tracks, as described in the said ordinance, for the reason that I am informed that the Henry Hafer & Son Coal Company is not a corporation but that the business carried on in that name is owned solely by Henry Hafer who is the real beneficiary of the privileges granted. I respectfully recommend that the vote by which said ordinance was passed be reconsidered and that the same be re-passed without the usual reference to a committee, with the following amendments:

Strike out the words "Henry Hafer & Son Coal Company, their" and substitute therefor the words "Henry Hafer, his," in the second and third lines of Section 1, and strike out "Henry Hafer & Son Coal Company" and substitute therefor the words "Henry Hafer" in the third line of Section 4, in the ninth and 35th lines of Section 4a, and in the second and third lines of Section 5; also amend said ordinance by striking therefrom the words "paragraph 4" in the tenth line of the second column of page 2062 of the current printed Council Proceedings and substitute therefor the words "section 4."

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Bihl moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bihl moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Bihl moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended, was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority are hereby granted to Henry Hafer, his heirs, grantees and assigns, to construct, maintain and operate switching tracks and cars thereon, with steam or other suitable power from the most desirable point on the line of the elevated roadbed and tracks of the Chicago and Western Indiana Railroad Company south of the south line of 24th place at an elevation of about 27.5 feet above city datum and extending from said initial point northerly and crossing 24th place with a single switching track; also crossing the alley between 24th place and 24th street, 24th street, and the alley between 24th street and 23d place to the south line of 23d place with two (2) railroad switching tracks by means of the construction of subways in 24th place and 24th street where the elevation of the level of the top of the rail of said switching tracks shall not be less than 27.5 feet above city datum, so that there shall be no depression of the streets at said subways; said switching tracks shall continue along and parallel with the west line of the Chicago and Western Indiana Railroad Company's right of way to the south line of 23d place. The crossing of said streets as mentioned above shall be made by means of subways of such dimensions, specifications and other details as described in Section 4a of this ordinance, and in accordance with maps hereto attached.

SECTION 2. Said switching tracks shall be elevated or constructed upon a trestle-work structure between the abutment walls of the streets and alleys mentioned in this ordinance.

SECTION 3. The said elevated switching tracks shall be carried across 24th place, the alley between 24th place and 24th street and the alley between 24th street and 23d place on suitable bridges of one or two spans whose superstructure shall consist of iron or steel main girders with iron or steel main floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath.

The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right of way and in curb lines of the intersecting avenues and streets, as provided in the schedule of subways herein contained.

SECTION 4. Subways shall be constructed beneath the said switching tracks of Henry Hafer where said switching tracks are intersected and crossed by 24th place, and 24th street.

SECTION 4a. The subways mentioned in Section 4 of this ordinance and which shall be constructed with the elevation upon which said switching tracks are to be placed, shall as to their size, dimensions, location and other details be in accordance with the following schedule:

Subway in 24th place, under the switch-

ing track of Henry Hafer. (Street, 40 feet wide).

There shall be no depression of the street.

The floor of the subway shall not be less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway under the tracks of the Chicago and Western Indiana Railroad Company and on the west to a connection with the established grade of the street in 24th place.

Width between walls of subway, 40 feet.

Width of roadway, 30 feet in subway.

Width of sidewalks, 5.0 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same.

Clear head-room, 12.0 feet.

Subway in 24th street, under the switching tracks of Henry Hafer. (Street, 66 feet wide).

There shall be no depression of the street.

The floor of the subway shall not be less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway under the tracks of the Chicago and Western Indiana Railroad Company and on the west to a connection with the established grade of the street in 24th street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of the subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.5 feet.

SECTION 5. All the work hereinbefore required to be done by said Henry Hafer or upon or in connection with the public streets of the city mentioned in this ordinance, shall be done and performed under the supervision and subject to the inspection and approval of the Commissioner of Public Works of the City of Chicago. At least ten (10) days prior to the commencement of any part of such work the plans and specifications thereof shall be submitted to the Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance, in so far as this ordinance contains specific provisions, and in the absence of such provisions if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 6. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. This ordinance shall be subject to modification, amendment and repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 7. The operation and maintenance of the elevated switch tracks herein provided for shall be subject to all existing ordinances of the City of Chi-

cago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks, elevated railroads and structures above streets and alleys; and the construction and maintenance of said elevated switch tracks shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 8. During the life of this ordinance the grantee herein shall keep the portions of the streets and alleys underneath the said elevated switch tracks in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all appurtenances thereto, and shall forthwith restore the portions of said streets and alleys occupied by said switch tracks to a condition, safe for public travel, similar to the remaining portions of said streets and said alleys in their respective blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 9. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned, further, to indemnify, save and keep harmless the City of Chicago, from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 10. In consideration of the privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of one hundred and no one-hundredths ($100.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance, and succeeding payments annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee or its successors or assigns shall fail to promptly pay any installment of the said compensation.

SECTION 11. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last preceding meeting of the Council:

Acceptance and bond, Chicago Athletic Association, ordinance of October 29, ventilating plant; acceptance and bond,

Chicago Athletic Association, ordinance October 29, canopy; acceptance Pennsylvania Company, amendatory track elevation ordinance October 8; acceptance Pennsylvania Company, amendatory track elevation ordinance November 12; acceptance Chicago & Western Indiana R. R. Company, amendatory track elevation ordinance November 12; acceptance the Belt Railway Company of Chicago, track elevation ordinance of October 22.

Which was placed on file.

ALSO,

The claim of Peter Van Vlissingen for damages to property on account of Thirty-ninth street intercepting sewer, which was

Referred to the Committee on Finance.

CITY COLLECTOR.

The City Collector presented a report containing a list of societies to whom "bar permits" were issued under the ordinance of June 11, 1906, since the last regular meeting of the Council.

Which was placed on file.

COMMISSIONER OF PUBLIC WORKS.

The Commissioner of Public Works presented the draft of an ordinance recommended by the Superintendent of Sewers, establishing a new elevation of a certain concrete standard bench monument, and asked that the ordinance be passed.

By unanimous consent, on motion of Ald. Foreman, the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Doughery, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Establishing a new elevation of a certain concrete standard bench monument herein described.

WHEREAS, The location and elevation of Concrete Standard Bench Monument Number 20 was established by the City Council on December 12th, 1898; said monument being located at a point eight feet north of 39th street and ten feet east of the west line of Emerald avenue, and,

WHEREAS, Said Standard Bench Monument Number 20 has settled on account of the excavation for the 39th street intercepting sewer; therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the former elevation of twelve and five hundred and twenty-three thousandths (12.523) feet above city datum of the said Bench Monument Number 20, be and is hereby repealed, and that a new elevation of twelve and four hundred and eighty-three thousandths (12.483) feet above city datum be and the same is hereby established instead.

SECTION 2. The height as above fixed shall refer to the bench point, or top of copper rod in the monument that shows at the surface of the concrete under the iron cover and shall be measured from the plane of low water in Lake Michigan of A. D. Eighteen Hundred and Forty-seven (1847) established by the Board of Trustees of the Illinois and Michigan Canal; adopted by the late Board of Public Works of the City of Chicago, County of Cook and State of

Illinois; and now represented by the ordinance of July eleventh (11th) A. D. Eighteen Hundred and Ninety-eight (1898) relating to the corrected elevation of the old Lind Block bench mark above city datum.

SECTION 3. This ordinance shall be in force from and after its passage.

ALSO,

The following communication, which was placed on file:

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In compliance with the order passed by your Honorable Body on November 19th, requesting a report as to whether or not water meters are being installed in premises where the frontage rates are less than forty dollars per annum, and if so, to give the authority for so doing, I beg to report:

Meters have been installed in some instances where the frontage rates were less than forty dollars for the reason that such premises come under the meaning of Section 2434 of the ordinance controlling the installation of water meters, which requires that all establishments, including breweries, book binderies, bottling establishments, brickyards, chemical laboratories, and all buildings or premises where water meters are found to be in use, cigar manufacturers, cooperages, condensing water for steam engines, confectioneries, distillers, dye and scouring houses, fish-packing houses, etc.

Very respectfully,

WM. L. O'CONNELL,

Commissioner of Public Works.

In connection with the foregoing communication the Clerk presented an opinion from the Assistant Corporation Counsel concerning the present status of Section 2434 of the Revised Code of 1905, which was

Referred to the Committee on Water Department.

ALSO,

The following communication, which was ordered published and placed on file:

November 26, 1906.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In reply to the order introduced by Ald. Bihl, and passed at the last meeting of your Honorable Body, which reads:

"*Ordered,* That the Commissioner of Public Works be and he is hereby directed for the third time to compel the Illinois Central Railroad Company to erect and maintain gates, watchmen and lights at the crossing of 113th street."

I beg to inform you that the city maps show that 113th street is not open across the Illinois Central tracks. I have, however, asked the Law Department for an opinion in the matter and will advise you later.

Very truly yours,

WM. L. O'CONNELL,

Commissioner of Public Works.

ALSO,

The following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, November 26, 1906.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay Water Mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay Water Mains in the following streets:

39th place, from 175 feet west of Francisco avenue to Sacramento avenue; size, 6 inch; probable cost including hydrants and basins, $531.25. Pays 10 cents.

Wabash avenue, from 225 feet north

of 109th street northward 125 feet; size, 6 inch; probable cost including hydrants and basins, $156.25. Pays 51 cents.

Olive street, from Wayne avenue westward 125 feet; size, 8 inch; probable cost including hydrants and basins, $187.50. Pays 10 cents.

Avers avenue, from 235 feet north of Diversey avenue southward 70 feet; size, 6 inch; probable cost including hydrants and basins, $87.50. Pays 10 cents.

Troy street, from 200 feet south of 44th street to 45th street; size, 8 inch; probable cost, including hydrants and basins, $600.00. Pays 11 cents.

Ald. Lipps moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

CITY ELECTRICIAN.

The City Electrician presented the following communication, which was placed on file:

DEPARTMENT OF ELECTRICITY,
CHICAGO, November 26, 1906.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In compliance with an order of the City Council of November 12, 1906, page 1964, I have the honor to report that the Metropolitan West Side Elevated Railway Company has purchased the material and equipment needed to install 197 arc lights under its structure at street crossings. Thirty of these lights have been placed in service.

Under the terms of its ordinance, the Company has until May, 1907 to complete this work and will probably have it completed three or four months before that time.

Respectfully submitted,
WM. CARROLL,
City Electrician.

ALSO,

The following communication:

DEPARTMENT OF ELECTRICITY,
CHICAGO, November 26, 1906.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In compliance with a Council order of November 12, 1906, page 1951, I have the honor to report that the Illinois Tunnel Company or the Illinois Telegraph and Telephone Company has installed 5,708 telephones.

In order to verify the list by test or inspection so as to report accurately as to the number operated at the present time, and without interfering with other Department Work, I will require about thirty days more time.

Respectfully submitted,
WM. CARROLL,
City Electrician.

Ald. Foreman moved to grant thirty days' time to the City Electrician to continue his investigation.

The motion prevailed.

CORPORATION COUNSEL.

The Assistant Corporation Counsel submitted an opinion concerning an ordinance forbidding the use of street car tracks to vehicles during certain hours of the day, deferred and published November 19, 1906, page 2022.

Ald. Dever moved to defer the reading of the opinion until the report of the Committee on Judiciary on an ordinance prescribing certain new "rules of the road" was taken up.

The motion prevailed.

BOARD OF EDUCATION.

The Board of Education submitted a request that the City Comptroller be authorized to credit to the unappropriated building account, sundry unexpended ap-

propriations heretofore authorized for various school buildings, which was

Referred to the Committee on Schools.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a report and ordinance establishing the grade of sundry streets.

By unanimous consent, the ordinance was put upon its passage and passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred request of the Commissioner of Health for ten thousand dollars for contagious disease work, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an emergency appropriation of ten thousand ($10,000.00) dollars is hereby made for the use of the Health Department in contagious disease work, to be expended under the direction of the Commissioner of Health.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claims of Steven Golden, Michael Berry, John Gilligan, John Barrett, Martin Cunningham and Patrick Gallagher, for compensation for personal injuries, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Steven Golden in the sum of seventy-six and sixty one-hundredths ($76.60) dollars, same to be in full for all claims for injuries received May 20th, 1906, at the Fourteenth Street Pumping Station, said voucher to be issued upon the signing of a proper release, and the Comptroller is ordered to pay the same from the appropriation for salaries at the Fourteenth Street Pumping Station.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Michael Berry in the sum of sixty-nine ($69.00) dollars, same to be in full for injuries received on May 14th, 1906, and to be issued upon the signing of a proper release by said Michael Berry, and the Comptroller is ordered to pay the

same from appropriations of the Water Pipe Extension Bureau.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of John Gilligan in the sum of two hundred ($200.00) dollars, same to be in full for all claims, for injuries received December 2d, 1905, and to be issued upon the signing of a proper release by said John Gilligan, and the Comptroller is ordered to pay the same from appropriation for Water Pipe Extension Bureau.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of John Barrett in the sum of twenty-five ($25.00) dollars, same to be in full for all claims for injuries received on June 22, 1906, and to be issued upon the signing of a proper release by said John Barrett, and the Comptroller is ordered to pay the same from appropriations for wages at the Carter H. Harrison, Sr. Pumping Station.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Martin Cunningham in the sum of seventy-seven and sixty-two one-hundredths dollars ($77.62), same to be in full of all claims for injuries received May 5th, 1906, and to be issued upon the signing of a proper release by said Martin Cunningham, and the Comptroller is ordered to pay the same from appropriation for wages in the Water Pipe Extension Bureau.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Patrick Gallagher in the sum of two hundred sixty-seven ($267.00) dollars, same to be in full for all claims of whatever kind or nature arising from an injury to said Patrick Gallagher on July 11, 1906, while in the employ of the city, and to be issued upon the signing of a proper release, and the Comptroller is ordered to pay the same from the appropriation for laborers in the Sixth Ward.

This action is taken upon the several recommendations of a Sub-Committee and opinions of the City Attorney attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claims of C. H. Haring & Co., Auburn Park Golf Club, F. C. L. Muehlke, owner of 218 West Twenty-third street, Dr. E. Luehr, R. Wachman, Jensen & De-Kama, owner of 625 Carmen avenue, Eagle Brewing Company, F. A. Hill and Henry J. Gottschalk & Co., for rebate of water taxes, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following persons in the amounts set opposite their names, same to be in full for all claims for rebates of water taxes paid on the properties named, and the Comptroller is ordered to pay the same.

C. H. Haring & Co., 866-938 Elston avenue	$ 32.00
Auburn Park Golf Club, 78th and Morgan Streets	33.80
F. C. L. Muehlke, 172 Sedgwick street	14.89
Owner 218 West 23d street (to be issued upon duplicate receipts and the giving of a bond saving the city harmless on account of	

the issuance on said duplicate receipts) 5.10
Dr. E. Luehr, 9148 Houston avenue 40.40
R. Wachman, 141 23d place..... 8.50
Jensen & DeKama, 686 West Foster avenue 48.15
Owner 625 Carmen avenue..... 2.40
Eagle Brewing Company, 1479-81 Webster avenue..... 54.30
F. A. Hill, 943 North Park avenue 19.00
Henry J. Gottschalk & Co., 404-410 Webster avenue..... 11.00

This action is taken upon the several recommendations of a Sub-Committee and reports of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred claim of A. Lovreglio for refund of fine, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to A. Lovreglio the sum of twenty-five ($25.00) dollars, same being refund of fine paid by said Lovreglio, September 15th, 1906, and charge same to the Finance Committee Fund, appropriation 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claims of Edward McMahan, Jasper Mau and James Johnson, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Edward McMahan the sum of twenty-five dollars ($25.00), same to be in full of all claims of whatever kind or nature arising from or growing out of an accident to the cab of said Edward McMahan on August 11th, 1905, at the north approach of the State Street bridge, and the Comptroller is ordered to pay the same from the Finance Committee Fund, appropriations 1906.

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Jasper Mau the sum of seventy-five dollars ($75.00), same to be in full of all claims for injuries to horse on October 23rd, 1905, and the Comptroller is ordered to pay the same from the Finance Committee Fund, appropriations 1906.

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to James Johnson the sum of thirty-three and sixty-six one-hundredths dollars ($33.66), same to be in full of all claims of whatever kind or nature arising from or growing out of an injury to said James Johnson on December 25, 1905, on the west side of Ashland avenue, near the right-of-way of the C. B. & Q. Railway, by reason of a defective sidewalk, and the Comptroller is ordered to pay the same from the Finance Committee Fund, appropriations 1906.

The above action is taken upon the

several recommendations of a sub-committee and opinions of the City Attorney attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Frank Montellbone, for compensation for personal injuries, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Frank Montellbone in the sum of forty-two dollars ($42.00), same to be in full of all claims of whatever kind or nature arising from injuries received by said Frank Montellbone on May 4th, 1906, and the Comptroller is ordered to pay the same from the appropriation for wages in the Bureau of Streets.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of P. Nacey Company, for refund for the building of brick vault for meter at Haines street and North Branch, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of P. Nacey Company in the sum of sixty-two and ninety-five one-hundredths dollars, same to be in full of a claim for refund of amount paid for building brick vault for meter at 185-193 North Branch street, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of a sub-committee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Jacob Schramm, for payment of water rebate, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue voucher to Jacob Schramm for the payment of ten and twenty-eight one-hundredths dollars ($10.28), made by him on water tax for 580 Twenty-seventh street, upon presentation of duplicate receipts and the giving of a proper bond, to save the city harmless on account of the issuance of said voucher.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred petition of Mary Thompson Hospital, for refund of amount paid for use of water, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of the Mary Thompson Hospital in the sum of twenty-six and fifty one-hundredths dollars ($26.50), same being refund for amount paid for permit for the use of water, No. 662, for building an addition to the Mary Thompson Hospital, and the Comptroller is ordered to pay the same from the Water Fund.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of Dora Weinshenker, for compensation for personal injuries, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Attorney be and he is hereby authorized and directed to allow judgment to be taken against the city in the sum of two hundred and fifty dollars ($250.00) in the case of Dora Weinshenker vs. the City of Chicago, and known as General No. 240662 Circuit Court of Cook County.

This action is taken in accordance with the report of the City Attorney attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred the claims of the American Crushed Stone Company for injury to a horse; Daniel Sullivan, wages; John G. Fitzgerald, John Humphries, John Cronin, L. H. Ross, Mary Duerr, and Chasi Fink, for personal injuries, and Mrs. E. G. Miller for injuries to son (adverse recommendations of a sub-committee and opinions of the City Attorney attached hereto); owner of 3658 Armour avenue for refund of water tax, and Thomas May, for refund of expenses for installing meter (adverse recommendation of a sub-committee attached hereto), submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, November 20, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance prohibiting sale of explosives to minors, having had the same under advisement, beg leave to report and recommend that the ordinance be passed as amended:

AN ORDINANCE

Providing Punishment for Any Person, Firm or Corporation Selling or Giving to Minors Dangerous Explosives.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It is hereby declared to be unlawful for any person, firm or corporation to sell, deliver or give to any minor under 18 years of age any gunpowder, dynamite, nitroglycerine, gun cotton or other dangerous explosive.

SECTION 2. Any person, firm or corporation violating any of the provisions of Section One of this ordinance shall be fined not less than fifty dollars nor more than two hundred dollars.

SECTION 3. This ordinance shall be in force from and after its passage and due publication.

WILLIAM E. DEVER,
Chairman.

ALSO,

The same committee, to whom was referred a petition for the removal of certain signboards located at the corners of Clark street and La Salle and North avenues, submitted a report recommending that the same be placed on file.

Ald. Dever moved to concur in the report.

The motion prevailed.

LICENSE.

The Committee on License submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, November 23, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on License, to whom was referred an ordinance licensing and regulating hotels, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. For the purpose of this ordinance, a hotel is defined to be any hotel, inn, rooming house, lodging house, or other public house or place which provides lodging for hire either with or without board, for the transient accomodation of the public.

SECTION 2. No person shall keep, conduct, or maintain a hotel unless he be licensed so to do in accordance with and pursuant to the provisions of this ordinance. Every day in which a hotel is kept, conducted or maintained without such license shall be a separate violation of this ordinance.

SECTION 3. The Mayor shall grant a license for the keeping of a hotel to any person who shall apply to him in writing therefor, who shall be of good character and shall furnish the Mayor with satisfactory evidence of the same and who shall not be indebted to the City of Chicago on account of any unpaid fine adjudged against him for the violation of any provision of any ordinance of the City of Chicago relating to the keeping or conducting of a hotel. Such application shall specifically describe the premises and the number of lodging rooms for guests in which it is proposed to conduct such hotel.

Provided, however, that no license to keep a hotel shall be issued to any one other than the proprietor except in the case of a corporation, in which case the license may be issued either to the corporation or to any one designated by such corporation as manager. Where a corporation is proprietor, the application shall be signed by its President or Secretary, and shall truly state the names and addresses of all of its officers and directors. A license to a firm shall be issued in the names of the individual members of the firm.

Every applicant shall execute to the

city a bond, with at least two sureties to be approved by the City Collector, in the sum of five hundred dollars, conditioned that the applicant will faithfully observe and conform to all ordinances in force at the time of his application, or thereafter passed, during the period of the license applied for, concerning or in any manner relating to the conduct or management of hotels and will promptly pay all fines which may be adjudged against him for the violation of any provision of any such ordinance during the period of his license. No application for a license shall be considered until the bond herein required shall have been filed and approved.

SECTION 4. Any person complying with the aforesaid requirements, and upon the payment in advance to the City Collector of a license fee of fifteen dollars, shall receive a license under the corporate seal, signed by the Mayor, and attested by the City Clerk, which shall authorize the person or persons therein named to keep a hotel at the place and of the number of rooms designated in the license and for the period stated therein. Licenses may be issued for the full licensed year or for the unexpired portion thereof, and if issued for the unexpired portion of the license year the fee to be paid therefor shall bear the same ratio to the sum required for the whole year that the number of days in such unexpired portion bears to the whole number of days in the year; provided that no license shall extend beyond the thirtieth day of April next following its issuance.

SECTION 5. Every hotel licensed under this ordinance shall at all times keep a book or register wherein shall be entered and registered at the time and in the proper order the name of every person becoming a guest of such hotel or an occupant of any room or portion of the premises, excepting employees of the hotel. Such register shall at all times be open to the inspection of the Mayor, the Chief of Police, and the police officers of the City of Chicago and their assistants.

SECTION 6. No person keeping, conducting or maintaining a hotel shall suffer or permit intoxicating liquor to be sold, dispensed or served therein except and in accordance with the provisions of a dram-shop license.

SECTION 7. No person keeping or conducting a hotel shall permit the same to be or become a resort of disreputable persons nor knowingly permit or suffer the same to be used or occupied by persons for immoral purposes.

SECTION 8. Any person violating any provision of this ordinance shall be fined in a sum not less than ten dollars nor more than two hundred dollars for such offense; if any person, having been once convicted by the judgment of any court of violating any provision of this ordinance, the Mayor may, in his discretion, if such person has a license, in addition to other penalties provided by ordinance or by law, revoke such license, and if any person shall be convicted of a second offense by the judgment of any court of violating any provision thereof, and if such person has a license, the Mayor shall revoke his license, and no license shall thereafter be issued to such person until the expiration of two years from and after the date of the judgment of such second conviction.

SECTION 9. This ordinance shall not be so construed as to include boarding houses or places where board or lodging alone are furnished exclusively by the week or longer period.

SECTION 10. This ordinance shall be in full force and effect from and after its passage and approval.

W. P. DUNN,
Chairman.

ALSO,

The same committee submitted the fol-

lowing report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, November 23, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on License to whom was referred an ordinance licensing and regulating sale stables, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE

Providing for the licensing and regulation of sale stables.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. No person, firm or corporation shall engage in the business of keeping a sale stable without first procuring a license therefor in the manner hereinafter set forth; Provided, however, that any corporation, copartnership or person now or hereafter having a license to conduct a livery or boarding stable in the City of Chicago may, during the period covered by such license, conduct a sale stable in connection therewith without a sale stable license.

SECTION 2. A sale stable is hereby defined to mean any barn, stable, building, enclosure or other place where the business of buying and selling horses is carried on.

SECTION 3. Any person, firm, or corporation desiring to keep, conduct or operate a sale stable shall make application to the Mayor on a form to be provided by the City Collector. Such application shall set forth the name of the applicant, and, if an individual or individuals, the place of his or their residence, and if a corporation, the names of its officers and their places of residence. Such application shall also contain the location of the place at which it is intended to keep or conduct such sale stable. Such applicant shall also furnish evidence satisfactory to the Mayor of his or their good character and responsibility, or in the case of a corporation, of the good character and responsibility of its officers.

SECTION 4. Upon complying with the foregoing conditions and the payment of an annual license fee of twenty-five ($25) dollars, the applicant shall receive a license authorizing such person, firm or corporation to keep and conduct a sale stable at the place designated in said license, subject, however, to all ordinances of the City of Chicago in force at the time of the issuance of such license and during the term for which it is granted.

SECTION 5. Every keeper of a sale stable licensed hereunder shall keep a book in which shall be fairly written, at the time of the purchase of each and every horse bought by him, an accurate description of such horse, which shall show the sex, height, color, and distinguishing marks of such horse, and which shall also contain the name, residence and description of the person from whom such horse was bought, the price paid therefor, the precise time of making such purchase, and, if again sold, the date of such sale, together with the name and address of the person to whom the same was sold; said book shall, at all reasonable times, be open to the inspection of the Mayor, and any member of the police force.

SECTION 6. It shall be the duty of every licensed keeper of a sale stable to make out and deliver to the superintendent of police not less than once a week a legible and correct copy from the book required in the last preceding section, showing all the purchases of horses made by him during the preceding week, or from the time of making the last previous report, up to the time of making such report.

SECTION 7. Any person who shall violate or refuse to comply with any of the provisions of this ordinance shall be fined not less than ten nor more than one hundred dollars for each offense, and every license granted hereunder shall be

subject to revocation by the Mayor within his discretion for violation of any of the provisions of this ordinance or for any improper or dishonest practices of any kind on the part of the licensee.

SECTION 8. This ordinance shall be in force from and after its passage and due publication.

W. P. DUNN,
Chairman.

ALSO,

The same committee, to whom was referred an order for licensing skating rinks, and an order to transfer a dramshop license from 18 Sennott place to 1088 North Winchester avenue, submitted reports recommending that the same be placed on file.

Ald. Dunn moved to concur in the reports.

The motion prevailed.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting permission to Illinois Vinegar Manufacturing Company to maintain switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Granting Illinois Vinegar Manufacturing Co. authority to lay down, maintain and operate a single railroad switch track across West Forty-seventh place, West Forty-eighth street and two public alleys.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to the Illinois Vinegar Manufacturing Co., its successors and assigns, to lay down, construct, maintain and operate a single railroad switch track from a connection with the existing track of the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company, between the first alley south of West 47th street and West 47th place, thence in a southwesterly and southerly direction across West 47th place, the public alley south of West 47th place, West 48th street and the public alley south of West 48th street, and the intervening private property, substantially as shown on the blue print hereto attached, which is hereby made a part of this ordinance, the proposed switch track being shown in red thereon and marked "Proposed sidetrack for Illinois Vinegar Mfg. Co."

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and, in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of all public streets and alleys as are occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore the portions of the pub-

lic streets and alleys occupied by said switch track to a condition safe for public travel similar to the remaining portions of said public streets and alleys in the same blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in or about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted, the said Illinois Vinegar Manufacturing Co. shall pay to the City of Chicago the sum of one hundred seventy-one ($171.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or its assigns, shall fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file its written acceptance and the bond hereinabove provided for within thirty (30) days from the passage hereof.

ERNEST BIHL,
Chairman.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance, vacating part of Fillmore street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of Fill-

more street lying between the west line of Rockwell street and the east line of Washtenaw avenue, and lying between Blocks 2 and 3 in the subdivision of the east half of the southwest quarter of the southeast quarter of Section thirteen (13), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian (except that portion of said street crossing the right-of-way of the Wisconsin Central Railway), as shown in red on the plat hereto attached and which is hereby made a part hereof, be and the same is hereby vacated and discontinued; provided, however, that this ordinance shall not take effect nor shall the vacation herein provided for become effective unless Allis-Chalmers Company and Heywood Bros. & Wakefield, each of whom may derive a pecuniary advantage from this vacation, shall pay to the City Collector of the City of Chicago the sum of sixteen thousand twelve and ninety-seven one-hundredths ($16,012.97) dollars, respectively, within thirty days from the date of the passage hereof, and shall within said thirty days cause to be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing the parts of said street so vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of Section 1 hereof.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Street and Alleys, West Division, to whom was referred request of Geo. Lomax to construct tunnel, having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance:

AN ORDINANCE

Authorizing the construction of a subway under a certain alley.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby granted to George Lomax, his successors and assigns, to construct and maintain a subway or tunnel; said subway or tunnel not to exceed four (4) feet in width or over four (4) feet in height inside measurement, across a public street in the City of Chicago known as Oswego street at a point about one hundred (100) feet, more or less, north of the north line of Kinzie street, and between the properties of said George Lomax on the west side of said Oswego street, and the property of said George Lomax on the east side of said Oswego street, for the purpose of conduits, pipes and communications between said properties for the sole use of said George Lomax, his successors or assigns and the tenants and occupants of said buildings.

The said subway or tunnel shall be constructed under the direction and supervision and to the satisfaction of the Commissioner of Public Works, and shall be maintained in such a manner as not to interfere with the use of said public street for the purposes of a public thoroughfare. If at any time the surface of said public street shall become in any way disturbed by said subway or tunnel, the grantee herein shall restore said street, in, above and about said tunnel to a condition satisfactory to the Commissioner of Public Works.

SECTION 2. No work shall be done in or about the construction of the subway or tunnel until the plans and specifications for the construction of the same shall first have been approved by the Commissioner of Public Works, and a permit shall first have been issued by said Com-

missioner authorizing the commencement of said work. All changes in water pipes, gas pipes, sewer pipes or other pipes of any description and conduits necessitated by the construction of said subway or tunnel, shall be at the expense of said George Lomax, and shall be made under the direction and to the satisfaction and approval of the Commissioner of Public Works. The privilege is hereby reserved to the City of Chicago to make any or all of these changes with its own employes, if deemed advisable, the expense of such work to be borne by said George Lomax or his assigns.

SECTION 3. The Commissioner of Public Works shall have the right to enter said subway or tunnel at all times while such subway or tunnel shall be used or maintained by said grantee, or his assigns, for the purpose of ordering any changes, repairs or alterations made in said subway or tunnel which he may deem necessary for public travel, and if at any time hereafter the said grantee, or his assigns, shall abandon said subway or tunnel it shall be filled up and the ground underneath said street restored to a good and safe condition, satisfactory to the Commissioner of Public Works of the City of Chicago, the expense of such work to be borne by said George Lomax. All changes ordered by said Commissioner, as herein provided, shall be made at the sole expense of the grantee.

During the life of this ordinance said grantee, his successors and assigns, shall at all times keep the street in which said subway or tunnel is located in a condition safe for public travel, to the satisfaction of the Commissioner of Public Works, and the permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to or regulating the use of space underneath public streets and alleys, and the maintenance of subways or tunnels therein.

SECTION 4. No work shall be done under authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor; conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage and expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done or omitted by said grantee under or by authority of the permission herein given; and conditioned further to observe all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force then the privileges and authority herein granted shall thereupon cease.

SECTION 5. The rights and privileges herein granted shall cease and terminate at the expiration of ten (10) years from the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor, and this ordinance shall at any time be subject to modification, amendment or repeal, and in case of repeal all privileges hereby granted shall thereupon immediately terminate.

SECTION 6. In consideration of the rights and privileges herein granted said George Lomax, his successors and assigns, shall pay as compensation therefor, the sum of ..... dollars per year, in advance, for each and every year during which said subway or

tunnel shall be used and maintained; payments to be made at the office of the City Comptroller of the City of Chicago; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his successors and assigns, shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; Provided, that said grantee file an acceptance in writing, together with the bond hereinbefore provided for, within sixty (60) days from the passage of this ordinance.

A. J. HARRIS,
Acting Chairman.

BUILDING DEPARTMENT.

The Committee on Building Department, to whom was referred an ordinance for repealing an ordinance of March 19, 1906, amending Sections 471 and 680 of the Revised Code of 1905, submitted a report recommending that the same be placed on file.

Ald. Riley moved to concur in the report.

The motion prevailed.

HEALTH DEPARTMENT.

The Committee on Health Department submitted the following report:

CHICAGO, November 26, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Health Department, to whom was referred a communication in re inspection of coffee, having had the same under advisement, beg leave to report and recommend that the communication be referred to the Committee on Finance.

PETER L. HOFFMAN,
Chairman.

Ald. Hoffman moved to concur in the report.

The motion prevailed.

ALSO,

The same Committee, to whom was referred an ordinance concerning the removal of stable manure, submitted a report recommending that the same be placed on file.

Ald. Hoffman moved to concur in the report.

The motion prevailed.

COMPENSATION.

The Committee on Compensation submitted the following report, which was, on motion of Ald. Snow, ordered published and placed on file:

CHICAGO, November 24, 1906.

To His Honor the Mayor and the City Council of the City of Chicago:

Your Committee on Compensation begs to report that at its meeting, held November 24th, 1906, the Chief of the Bureau of Compensation was directed not to enforce the payment of the $25.00 per year charge for the maintenance of scales in public ways, decided upon at a previous meeting of the Compensation Committee held November 3rd, 1906, in cases where the said scales are erected and maintained by charitable or religious institutions.

Respectfully submitted,

B. W. SNOW,
Chairman, Committee on Compensation.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an ordinance amending Section 1329 of the Revised Code of 1905 concerning the pro-rating of license fees, which was

Referred to the Committee on License.

Ald. Coughlin presented the following ordinance:

AN ORDINANCE

Amending an Ordinance Authorizing Bauman Jewelry Company to Erect and Maintain a Clock on the Southwest Corner of State and Madison Streets.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance authorizing Bauman Jewelry Company to erect and maintain a clock on the southwest corner of State and Madison streets, passed by the City Council of Chicago on October 29, 1906, and appearing on pages 1853 and 1854 of the Council Proceedings for said date, be and the same is hereby amended by striking out the name Bauman Jewelry Company from the title of said ordinance, and also from the third line of Section 1, and inserting, in each case, in lieu thereof the name Bauman Loan Company.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Coughlin, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

Ald. Coughlin presented the claim of Mrs. Kate Knox, which was

Referred to the Committee on Finance.

Ald. Kenna presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Stone & Co., No. 188-190 Market street to erect a board sign over the front door of said premises; dimensions of said sign being 4 x 5 feet; said sign to be constructed and erected in accordance with all rules and regulations of the Department of Public Works, and to the satisfaction of the Commissioner of Public Works. The permission hereby granted to be revocable by the Mayor at any time at his discretion.

THIRD WARD.

Ald. Foreman presented an ordinance in favor of the Drexel Cafe Company for a canopy, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Foreman presented the claim of Armour Mission, which was

Referred to the Committee on Finance.

Ald. Foreman presented an order for paving the alley between Indiana and Michigan avenues, and 33d and 34th streets, which was

Referred to the Board of Local Improvements.

FOURTH WARD.

Ald. Dailey presented an ordinance regulating the slaughter, sale and condemnation of diseased cattle and other animals, which was

Referred to the Committee on Health Department.

Ald. Richert presented a resolution concerning bridges constructed by the Sanitary District of Chicago, which was

Referred to the Committee on Harbors, Wharves and Bridges.

Ald. Richert presented the claim of Dillon & Conlon, which was

Referred to the Committee on Finance.

FIFTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of 36th street, from South Ashland avenue to South Lincoln street, etc.

By unanimous consent, on motion of Ald. Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of 33d street, from South Wood street to South Ashland avenue, etc.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

SIXTH WARD.

Ald. Young presented the following order, which was, on motion, duly passed:

ORDER.

WHEREAS, The South Side Elevated Railroad Company has frequently, in the past, been requested by committees of citizens, by Aldermen at the earnest solicitation of their constituents, and through petitions presented by the public, to light the streets at street intersections, beneath its structure, by electricity; and

WHEREAS, All such requests have been ignored by the company and treated with absolute indifference with regard to the convenience of the public and the safety of life and property, such dark intersections furnishing every opportunity for the highwayman, constantly resulting in the maiming and robbery of our citizens, therefore,

Ordered, That the Corporation Counsel be directed to furnish this Council with an opinion with reference to the right of the city, under its police power, to compel said South Side Elevated Railroad Company to light the street intersections beneath its structure; and in case the Corporation Counsel in his opinion asserts such right to exist on the part of the city, he is further directed to suggest to this Council some method of procedure to secure enforcement of such right, and to prepare any ordinance, order, etc., necessary to that end.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of 44th street, from Lake avenue to Drexel boulevard.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

SEVENTH WARD.

Ald. Bennett presented the following order:

Ordered, That the ambulance service of the Police Department be transferred to the Department of Health and the Commissioner of Health is hereby ordered to include in the estimates for the Department of Health for the year 1907 the necessary items for the carrying on of the said ambulance service, in accordance with the recommendation of the Commissioner of Health, and the General Superintendent of Police, dated November 19th, 1906, and attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

WHEREAS, In the printing of briefs in the case of the City of Chicago vs. P., C., C. & St. L. Railway Company, on account of the volume thereof, the cost has exceeded five hundred ($500.00) dollars; and

WHEREAS, No advertisement was made before the contract was let for said printing; therefore be it

Ordered, That the expense incurred by the Corporation Counsel for said printing, amounting to eighteen hundred seventy-six and thirty-seven one-hundredths ($1,876.37) dollars, is hereby concurred in, and the Comptroller is ordered to pay the bills of Barnard & Miller in said amount when properly vouchered by the office of the Corporation Counsel.

This action is taken at the request of

the Corporation Counsel, dated November 22d, 1906, and attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed, by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of M. W. Coughlan in the sum of twenty-nine and seventy-four one-hundredths ($29.74) dollars, being the difference in salary between Rate Taker and Chief Rate Taker for ten days during the month of July, and the Comptroller is ordered to pay the same from the appropriations for salaries in the Meter Division.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

Ald. Bennett presented the following orders, which were, on motion, duly passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriation for the City Attorney's office:

From 6 B-1, Court reporting..	$2,000.00
From 6 C-2, Street car fares..	1,500.00
From 6 C-3, Light and water..	500.00
From 6 C-4, Emergency trial attorneys	3,500.00
From 14 A, Personal injury claims	4,000.00

To 6-B, Contingent expenses, witness fees, court costs, etc., in accordance with the request of the City Attorney, dated November 23d, 1906, and attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriations for the Health Department:

From 25 A, Salaries Commissioner's office.....	$ 282.32
From 25 B. Salaries Contagious Diseases.....	2,504.08
From 25 D, Salaries Isolation Hospital	692.00
From 25 I, Salaries Public Baths	3,219.70
From 25 Q, Salaries Sanitary Division	141.94
From 25 T, Salaries Laboratory	3,585.50

To the Miscellaneous Funds of the Health Department.

Also transfer fifty-three and four one-hundredths ($53.04) dollars from the Fifth Ward Bath to the Fourth Ward Bath.

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriation for the Bureau of Water:

From 42 F, Inspection Division Salaries to 42 E, Shut-Off Division Salaries, for teaming..$ 700.00

From 42 F, Inspection Division Salaries, to 42 B-2, postage.. 1,500.00

This action is taken in accordance with the request of the Commissioner of Public Works, dated November 20th, 1906, and attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in the appropriation for the Bureau of Engineering:

From 42 Ext. 3, Water Pipe Extension Office Salaries, to 42 Ext. 28, Lead Pipe, Buffalo boxes, etc.....$ 1,000.00

From 42 Ext. 6, Water Pipe Extension Pipe Yards Salaries, to 42 T. T. 4 and 42 Ext. 2, Water Pipe Extension Miscellaneous..... 6,000.00

From 42 T. T. 12, Protection of Fire Hydrants, to 42 T. T. 4 and 42 Ext. 2, Water Pipe Extension Miscellaneous 5,000.00

From 42 Ext. 10, Water Pipe Extension, Hydrants, Etc., to 42 Ext. 7, Special Castings Account..... 2,000.00

From 42 T. T. 10, Cast Iron Water Pipe to 42 Ext. 7, Special Castings Account... 5,000.00

From 42 Ext. 27 C, New Southwest Land and Lake Tunnel, Section 3, $90,000.00 as follows:

To 42 Ext. 9, Hydrant and Stop Valve Castings.....$ 5,000.00

To Ext. 4, Water Pipe Extension, Labor, Mains and Hydrants 75,000.00

To 42 Ext. 2, Water Pipe Extension, Miscellaneous..... 8,000.00

To 42 Ext. 8, Water Pipe Extension, Brass Castings..... 2,000.00

In accordance with the request of the Commissioner of Public Works and City Engineer attached hereto.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow eight (8) days time to Martin Zatterberg, deducted on account of absence from duties in the City Architect's Division on account of illness, in accordance with his recommendation, dated November 20th, 1906, attached hereto.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow four (4) days time to John R. Lambin by reason of absence from duties on account of illness, in accordance with his recommendation, dated November 16th, 1906, and attached hereto.

Ald. Bennett presented the claims of J. E. Kingsbury, F. F. Kellogg & Co., Frank J. Barry, Administrator, Dora Parry, S. J. Burkdahl and Merchants Building Company, which were

Referred to the Committee on Finance.

Ald. Snow presented the claim of David A. Lyons, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Jackson Park avenue, from 67th street to 71st street.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert,

Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of 68th street, from Rhodes avenue to Cottage Grove avenue, etc.

By unanimous consent, on motion of Ald. Snow, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following order, which was ordered published and referred to the Corporation Counsel for an ordinance:

Ordered, That the Corporation Counsel be and he is hereby directed to prepare and submit to this Council an ordinance providing for an annual license fee of $3 for all two-horse vehicles used in the public streets of Chicago and an annual license fee of $1 for all one-horse vehicles used in the public streets of Chicago.

Ald. Moynihan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have constructed a twenty-four inch water main from a point at Harbor avenue and 92d street east on Ewing avenue to 110th street, and in 110th street, from Ewing avenue to Avenue O. A thirty inch main in Avenue O, from 110th street to 114th street, in 114th street, from Avenue O to Carondelet avenue. A twenty inch main in Carondelet avenue, from 114th street to 118th street. A twenty-four inch main in 118th street, from Carondelet avenue to Superior avenue. A twenty inch main in Superior avenue, from 118th street to 122d street, in 122d street, from Superior avenue to Carondelet avenue, in Carondelet avenue, from 122d street to 134th street, and in 134th street, from Carondelet avenue to Avenue K. Said mains to be laid for supply and fire protection.

Ald. Derpa presented an order for a sewer in Ewing avenue, between 107th and 108th streets, which was

Referred to the Board of Local Improvements.

Ald. Derpa presented the following order, which was, on motion, duly passed:

WHEREAS, In open violation of law, ordinances and public policy the people in certain districts within the city limits of the City of Chicago are subjected to extortion by the Chicago Telephone Company by means of an extra charge

or toll for telephone service within the city limits;

WHEREAS, The extra toll charge in those certain portions of Chicago is not for any special additional benefit, advantage or improvement in the service furnished to those sections, but is an arbitrary charge which the company persists in enforcing in spite of protests of citizens and contrary to law and is the perpetration of a grievous wrong by that company upon those portions of the City of Chicago;

WHEREAS, The Chicago Telephone Company shows a disposition not to treat the whole people of Chicago on a basis of equality but discriminates against a portion of the residents of the Eighth Ward, known as South Chicago, and of other wards in different parts of the city without any legal justification;

WHEREAS, The past experience of the people of this city in seeking their legal and just rights from the telephone company has been that the company would not acknowledge those rights until compelled to do so by order of court as in the case of paying just compensation to the city on gross receipts on annexed territory, and in the case of charging more than the $125 rate provided under the ordinance;

WHEREAS, The extortion of a toll charge from telephone subscribers within the city limits on telephone connection with the residents of different sections within the city limits is just as dishonest and unfair as an overcharge by means of short weight which the city's officials are so vigorously prosecuting;

WHEREAS, Information as to recent discrimination in favor of large users of telephones in this city shows that the foregoing mentioned extortion is being practiced chiefly against the weak;

WHEREAS, The securing for the people of their present rights and the stopping of further extortion on the part of the company is a subject separate and distinct from the consideration of the granting of any new rights and in no way affects the proceedings before the Council Committee on Gas, Oil and Electric Light, but is a matter for the action of this Council and of the City Law Department at this time without any delay; therefore be it

Ordered and Resolved, By the City Council of the City of Chicago that the City Law Department determine at once—

What ordinance against extortion the Chicago Telephone Company is guilty of violating and disregarding by charging people in certain sections of Chicago, within the city limits, an extra ten cent toll for telephone calls, over and above the usual and legal charge, and what is the penalty for such extortion;

Also, what power has the City Law Department to protect citizens from such rate discrimination and extortion, and how can it most speedily and effectively stop such extortions and discriminations;

And be it further Ordered and Resolved, That the City Law Department at once take proper legal steps to secure to the whole people of Chicago, equality in the use of the common carrier known as the telephone, and respect, and obedience to the law, and justice by the said Chicago Telephone Company.

Ald. Derpa presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have water mains laid in Ewing avenue, between 107th street and 108th street, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the east side of Escanaba avenue from 79th street to a line 310 feet north of

79th street (deferred April 11, 1906, page 23).

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented an order for a public play ground on the property north of the David Swing School on String street, north of 16th street, which was

Referred to the Special Park Commission.

TENTH WARD.

Ald. Hurt presented an ordinance in favor of The Bohemian Bazaar for four coal chutes in a public alley in rear of 532 to 536 Blue Island avenue, which was

Referred to the Committee on Compensation.

Ald. Hurt presented the following order, which was, on motion, duly passed:

Ordered, That the Committee on Schools be and it is hereby directed to request the Board of Education that in the matter of establishing play grounds adjacent to the public schools that the schools located in the most congested districts be provided with play grounds before the same are established in other districts.

ELEVENTH WARD.

Ald Cullerton and the Aldermen from the Ninth, Tenth, Eleventh, Sixteenth, Seventeenth and Nineteenth Wards presented the following order:

WHEREAS, The City Council of the City of Chicago has heretofore appropriated the sum of fifteen thousand dollars for the use of the Board of Local Improvements, looking to the widening of Halsted street; and,

WHEREAS, A large majority of the owners of property fronting on Halsted street, representing the majority of the frontage on both sides of the street between Twenty-second street and Chicago avenue, are opposed to the proposed widening of Halsted street; and,

WHEREAS, The proposed widening of Halsted street would either result in an inequitable levying of assessment upon the owners of property contiguous to such proposed improvement or in the levying of an assessment against the City of Chicago so large that it would be inexpedient and inadvisable for the city to pay the same and would constitute a drain upon the revenues of the city, which might be better employed for other purposes; and,

WHEREAS, The pendency of the proceedings for the proposed widening of the street has a tendency to interfere with the making of leases of property and the proposed construction of buildings on the west side of Halsted street lying within the territory of the proposed widening; now, therefore be it

Ordered, That the City Council of the City of Chicago hereby instructs and directs the Board of Local Improvements to make no further expenditures look-

ing to the future widening of Halsted street from the fund heretofore appropriated for that purpose, and the said Board of Local Improvements is hereby advised to abandon all further proceedings relating to the proposed widening of said Halsted street.

Ald. Brennan moved to refer the order to the Committee on Special Assessments and General Taxation.

Ald. Cullerton moved to suspend the rules for the purpose of considering the passage of the order.

The motion to suspend the rules was lost by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Dailey, Richert, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Beilfuss, Nowicki, Schermann, Sitts, Dever, Powers, Bowler, Reese, Werno, Krumholz, Lipps, Reinberg, Larson, Herlihy, Wendling, Golombiewski, Fisher, Bihl, Kohout, Nolan—34.

Nays—Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Riley, Considine, Harkin, Maypole, Smith, Brennan, Stewart, Finn, Foell, Sullivan, Dougherty, Jacobs, Hahne, Dunn, Williston, Siewert, Blase, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Race—34.

Ald. Powers moved as a substitute for the motion of Ald. Brennan, to refer the order to the Committee on Streets and Alleys, West Division.

The motion of Ald. Powers was lost by yeas and nays as follows:

Yeas—Harding, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Zimmer, Uhlir, Nowicki, Sitts, Dever, Powers, Bowler, Werno, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Larson, Herlihy, Wendling, Fisher, Bihl, Kohout—28.

Nays—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Hurt, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Brennan, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Siewert, Blase, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Hunt, Nolan, Race—40.

The question recurring on the motion of Ald. Brennan to refer to the Committee on Special Assessments and General Taxation, the motion prevailed.

Ald. Cullerton presented the following order, which was, on motion duly passed:

WHEREAS, There are three street car companies operating street cars on Ashland avenue covering the territory south of 12th street; and,

WHEREAS, With the agreement now in force the Chicago Union Traction passengers and the Chicago City Railway passengers are compelled to transfer to the Chicago General Railway Company which are inadequate to the needs of the people in that locality; and,

WHEREAS, It is imperative that a continuous line of cars should be operated for one fare on the entire length of said avenue, so as to avoid the transfer of passengers in inclement weather and the great inconvenience to which they are subjected because of the inadequate service; therefore, be it

Ordered, That the Corporation Counsel be and is hereby instructed to report to this Council at an early date the legal status of said companies in said avenue, and what if any plan can be devised under the law to compel such continuous service.

Ald. Hoffman presented an order for paving South Wood street, from Chicago, Burlington and Quincy Railroad to Blue Island avenue, which was

Referred to the Board of Local Improvements.

TWELFTH WARD.

Ald. Zimmer presented an ordinance in favor of the Home Stove Works for a conduit underneath 18th place near Rockwell street, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Uhlir presented an ordinance establishing the "two-platoon system" throughout the Fire Department, which was

Referred to the Committee on Finance.

THIRTEENTH WARD.

Ald. Riley presented an ordinance amending the Building ordinance of March 13th, 1905, which was

Referred to the Committee on Building Department.

Ald. Riley presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to notify the Chicago Union Traction Company to repair the sidewalk in front of the Kedzie Avenue Street Car barns at once.

Ordered, That the City Prosecuting Attorney be and he is hereby ordered to dismiss all cases pending in regard to elevator enclosures.

FIFTEENTH WARD.

Ald. Beilfuss presented the following order:

Ordered, That the east one hundred and twenty (120) feet of the premises known and described as Block two (2), in the Superior Court partition of the south half of Block eight (8), in the subdivision by Cochran and others, in the west half of the southeast quarter of Section 6, in Township 39 North, of Range 14, East of the Third Principal Meridian, in the City of Chicago, Cook County, Illinois, be and the same hereby are set aside and devoted to the uses and purposes of a public play ground in connection with a strip of land in said Block three (3), in said Superior Court partition, to be conveyed to the City of Chicago for a like use and purpose at the instance and procurement of the Commercial Club of said city. And the Commissioner of Public Works is hereby authorized and directed to permit the said premises to be used as a public play ground, under and subject to the control and supervision of the Special Park Commissioners of the City of Chicago.

Which was, by unanimous consent, on motion of Ald. Beilfuss, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

Ald. Beilfuss presented the claim of Chas. Plummer, which was

Referred to the Committee on Finance.

Ald. Smith presented an order for paving Crystal street, from Robey street to Leavitt street, which was

Referred to the Board of Local Improvements.

Ald. Beilfuss and Smith presented an order for paving Potomac avenue, from Western avenue to California avenue, which was

Referred to the Board of Local Improvements.

SIXTEENTH WARD.

Ald. Nowicki presented an order for a cement sidewalk on West Webster avenue, from Elston avenue to the North Branch of the Chicago River, and an order for paving Crystal street, from Robey street to Lincoln street, which were

Referred to the Board of Local Improvements.

Ald. Schermann presented an order for a cement sidewalk on West Blackhawk street, from Elston avenue to the North Branch of the Chicago River, which was

Referred to the Board of Local Improvements.

SEVENTEENTH WARD.

Ald. Dever presented the following order, which was, on motion, duly passed;

Ordered, That the Commissioner of Public Works be and he is hereby directed to repair sewer and to prevent overflowing of water on North Sangamon street at Northwestern Railway Subway.

EIGHTEENTH WARD.

Ald. Brennan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to report to this Council at its next regular meeting by what authority, if any, the Pan Handle Railroad Company and the Chicago, Milwaukee and St. Paul Railroad Company are using Carroll avenue, between Morgan street and Canal street.

NINETEENTH WARD.

Ald. Powers presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Rudolph Reich to erect a canvas sign for a period of thirty days in front of his place of business, 441 South Canal street.

Ald. Bowler presented the claim of Hugh Prior, which was

Referred to the Committee on Finance.

TWENTIETH WARD.

Ald. Finn presented the claim of Estate of Kate Kent, and petition of City Meat Inspectors for advance in salaries, which were

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

Ald. Foell presented the claim of Thomas Hickey, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the north side of Division street, from Dearborn avenue to 149 feet east of Dearborn avenue.

By unanimous consent, on motion of Ald. Reese, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for an 8-foot cement sidewalk on the north side of Division street, from Dearborn avenue to 149 feet east of Dearborn avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for an 8-foot cement sidewalk on the north side of Division street, from Dearborn avenue to 149 feet east of Dearborn avenue," passed February 26, 1906, be and the same is hereby repealed.

SECTION 2. That the Attorney for the Board of Local Improvements be and he is hereby directed to dismiss the petition in said case under Docket No. 31069 of the County Court of said County.

SECTION 3. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

TWENTY-SECOND WARD.

Ald. Sullivan presented an order for paving Hinsche street, from Clybourn avenue to Blackhawk street, which was

Referred to the Board of Local Improvements.

Ald. Dougherty presented an order for paving parts of Chestnut street, Roberts street, Chatham court and Kingsbury street, which was

Referred to the Board of Local Improvements.

TWENTY-FOURTH WARD.

Ald. Krumholz presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to remove all electric wires and poles belonging to Chicago Union Traction Company on Racine avenue, between Garfield and Webster avenues; same having been out of service for several years.

TWENTY-FIFTH WARD

Ald. Williston presented the claim of May Whitney, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for drains in Fargo avenue, from Lake Michigan to Forest street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for drains in Fargo avenue, from Lake Michigan to Forest street," passed June 10th, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed September 27, 1901, Warrant 30574, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Reinberg presented the following orders, which were, on motion duly passed:

Ordered, That the Superintendent of Streets be and is hereby directed to issue a a permit to Dr. A. K. Rutkauskas permitting the erection of one sign ten inches by forty-eight inches in size at 2792 North Robey street.

Ordered, That the Superintendent of Streets be and is hereby directed to issue a permit to J. C. Hahne to erect and maintain a gas sign four feet by one foot by one foot in front of No. 2 Roscoe street. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Electricity. This privilege shall be subject to termination by the Mayor at any time in his discretion.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of a system of streets, as follows: North Ashland avenue, from Irving Park boulevard to Montrose avenue, and Belle Plaine avenue, from East Ravenswood Park to North Ashland avenue, in the City of Chicago, County of Cook and State of Illnois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of a system of streets, as follows: North Ashland avenue, from Irving Park boulevard to Montrose avenue, and Belle Plaine avenue, from East Ravenswood Park to North Ashland avenue," passed January 22, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket No. 30618 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented an order and petition for widening North Harding avenue immediately north of West North avenue, which was

Referred to the Board of Local Improvements.

Ald. Blase presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and is hereby directed to issue a permit to Wm. F. Healy, a licensed drain layer to lay 865 6-inch drains in the following streets:

Campbell avenue, between Montrose avenue and Wilson avenue.

Artesian avenue, between Montrose avenue and Wilson avenue.

Wilson avenue, between Western avenue and Campbell avenue.

Eastwood avenue, between Western avenue and Campbell avenue.

Kedzie avenue, between Montrose avenue and Lawrence avenue.

Troy street, between Montrose avenue and Lawrence avenue.

Albany avenue, between Montrose avenue and Lawrence avenue.

Whipple street, between Montrose avenue and Lawrence avenue.

Sacramento avenue, between Montrose avenue and Lawrence avenue.

Wilson avenue, between Kedzie avenue and Sacramento avenue.

Eastwood avenue, between Kedzie avenue and Sacramento avenue.

Leland avenue, between Kedzie avenue and Sacramento avenue.

Upon the payment of one permit fee and the cost of inspection, the regular fee in each case to be paid whenever the drains are extended for use. This conforms to the manner of laying drains under special assessment.

Ald. Blase presented the claims of Mrs. M. Treiesdell and John Lueth, which were

Referred to the Committee on Finance.

Ald. Blase presented a petition for widening West Irving Park boulevard, from Milwaukee avenue to North 64th avenue, and an order for opening North 52d avenue, from Irving Park boulevard to Montrose boulevard, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On the south side of West Irving Park boulevard, from Eberly avenue to North Central Park avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On the south side of Lyndale avenue, from North Lawndale avenue to a line 125.35 feet west of North Lawndale avenue, etc.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stew-

art, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Herlihy presented an amendment to the Revised Code of 1905 for an automatic safety gas shut-off valve, which was

Referred to the Committee on Building Department.

Ald. Herlihy presented the following order, which was, on motion duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to grant permit to Johnson Bros. to hang muslin sign at Irving Park boulevard and Milwaukee avenue.

Ald. Herlihy presented the following resolutions, which were referred to the Committee on Gas, Oil and Electric Light:

WHEREAS, It is believed that it will take nearly two years to construct and equip a telephone plant and system adequate to do the telephone business in this city, and that therefore it is of the greatest importance that the telephone question should be speedily determined, and that delay may tend to wipe out competing offers and to put the city and its people at the mercy of the Chicago Telephone Company; and,

WHEREAS, The ordinance of the Chicago Telephone Company expires on or about January 8th, 1909; and,

WHEREAS, That company and others have pending before the Committee on Gas, Oil and Electric Light, various proposed ordinances for the right to do a telephone business in this city;

Now, therefore, be it Resolved as follows:

That the interests of this community make it imperative that whatever ordinance to do a telephone business is granted, shall be granted as soon as possible, and that the ordinance shall be granted to any responsible applicant which offers adequate security, the greatest compensation to the city and the best service and lowest rates to the people; and,

Resolved, Further, That in order to enable a new company (if no ordinance be granted to the Chicago Telephone Company) to construct and equip its plant in time to be ready for business in January, 1909, it is equally imperative that whatever ordinance be granted shall be granted as soon as possible; and,

Resolved, Further, That no ordinance shall be granted for any telephone privileges in this city unless that ordinance contains a provision giving the right to any and all telephone companies, on a basis of equality, to have long distance connection to and with and over the wires of such telephone company as may be granted an ordinance; and,

Resolved, Further, That the Committee on Gas, Oil and Electric Light be and it is hereby instructed to report to this body, at a meeting of the City Council, such ordinance or ordinances as conform to the spirit of these resolutions, as soon as possible, and at least two years prior to the expiration of the Chicago Telephone grant.

Ald. Herlihy presented an order for paving Wabansia avenue, from Western avenue to Hancock avenue; Cortland street, from Western avenue to Hancock avenue; Winnebago avenue, from Western avenue to Leavitt street; and Wabansia avenue, from Robey street to Milwaukee avenue, which was

Referred to the Board of Local Improvements.

Ald. Larson presented an order for paving Nebraska avenue, from Bloomingdale road to Humboldt boulevard, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with creosoted wooden blocks Milwaukee avenue, from West Fullerton avenue to the dividing line between Lots 146 and 147 of White and Coles Re-Subdivision, etc.

By unanimous consent, on motion of Ald. Herlihy, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the Grand Trunk Western Railway Company shall immediately so arrange its roadbed and tracks at California avenue that the public may pass under or over said tracks and roadbed at California avenue; said construction work to be done by said Grand Trunk Western Railway Company to the satisfaction and with the approval of the Commissioner of Public Works.

Ald. Wendling presented the claim of J. D. Cunningham, which was

Referred to the Committee on Finance.

Ald. Golombiewski presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place an electric arc light at the intersection of Hermitage avenue and 53d street, and one at the intersection of Hermitage avenue and 54th street.

THIRTIETH WARD.

Ald. Burns presented the following order, which was ordered published and referred to the Committee on Finance:

WHEREAS, There is a well defined sentiment among the public that the coal dealers in the city do not give full weight; and,

WHEREAS, The City's Inspectors have recently caught dealers in the act of selling coal to consumers several hundred pounds under the correct weight; and,

WHEREAS, It is one of the duties of municipal governments to protect the public against unscrupulous dealers; therefore be it

Ordered, That the Finance Committee be and they are hereby directed to include in the next appropriation bill thirty thousand ($30,000) dollars for the establishment of 35 public scales throughout the City of Chicago, one scale to be erected in each ward in the city.

Ald. Bradley presented the claim of David Keyes, which was

Referred to the Committee on Finance.

THIRTY-FIRST WARD.

The Board of Local Improvements sub-

mitted a recommendation, estimate and ordinance for cement sidewalks on both sides of South Peoria street, from West Garfield boulevard to West 57th street.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of South Peoria street, from West 59th street to West 63d street.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in Wallace street, between West 59th street and West 60th street.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to put in water supply pipes in West 74th street, from Ada street to Loomis street, providing same will pay a permanent annual revenue of ten (10) cents per lineal foot.

Ordered, That the Commissioner of Public Works be and he is hereby directed to have the Chicago City Railway Company comply with the Council ordinance requiring said company to sprinkle their rights of way, and either side thereof sufficiently to keep down the dust on South Halsted street, from West 63d street to West 79th street, and on all other streets and cross streets in the Thirty-second Ward whereon the said company has tracks and operates cars.

Ordered, That the Commissioner of Public Works be and he is hereby directed to require the Chicago City Railway Company to repair its paving alongside of its right of way on South Halsted street, from West 63d street to West 79th street; also to repave its right of way on Halsted street, from 63d street to 79th street.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for opening an alley between State street, Lafayette avenue, West 66th street and West 67th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for opening an alley between State street, Lafayette avenue, West 66th street and West 67th street," passed October 15, 1906, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

Ald. Fisher presented an order for a sewer in West 74th street, from Ada street to Loomis street, which was

Referred to the Board of Local Improvements.

THIRTY-THIRD WARD.

Ald. Bihl presented the following order, which was referred to the Committee on Finance:

Ordered, That the Finance Committee be and they are hereby directed to include in the next annual appropriation bill a sufficient sum of money to purchase a site and to erect thereon a municipal building to be used as a police station and for municipal courts on Michigan avenue in the neighborhood of 111th street.

Ald. Bihl presented the following order, which was ordered published and referred to the Committee on Finance:

WHEREAS, During the last five months two large factories, located in West Pullman were totally destroyed by fire at a loss of about $200,000.00; and,

WHEREAS, Several large manufacturing plants are located in this neighborhood and only one small company of the fire department; and,

WHEREAS, Surrounding companies of the fire department located several miles away are called to assist the local company in case of fire; and,

WHEREAS, The road or streets are impassable with fire apparatus from the north without going miles out of the way which consumes valuable time; therefore be it

Ordered, That the Committee on Finance provide sufficient funds to build a macadam roadway in Halsted street, from 103d street to 119th street, and in State street, from 71st to 103d street; and be it further

Ordered, That a provision be made in the next appropriation bill for the purchase of a building site and for the building of a fire station in the manufacturing

district west of Halsted street along 120th street.

Ald. Bihl presented an order and petition for paving alley between 115th street and Kensington avenue, from Prairie avenue to the east end of said alley, (same to be paved with brick) 24 feet wide, with a space four and one-half feet on each side for a sidewalk; also to have said alley sewered for storm water to drain into the Indiana Avenue sewer, which was

Referred to the Board of Local Improvements.

Ald. Hunt presented an ordinance amending Section 2454 of the Revised Code of 1905 (concealed weapons), which was

Referred to the Committee on Judiciary.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the westerly side of Front avenue, from 115th street to Kensington avenue (deferred May 28, 1906, page 510).

By unanimous consent, on motion of Ald. Bihl, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the following order, which was, on motion, duly passed:

WHEREAS, The overcrowding of elevated and surface lines in this city is a most revolting and deplorable nuisance; and,

WHEREAS, Such conditions have contributed directly and indirectly to the loss of life and limb, as well as discomfort and convenience to the people of the City of Chicago; and,

WHEREAS, As a climax to the result of this crying evil, the life of one of Chicago's fair ones has been sacrificed;

Therefore, The Chief of Police is requested to investigate said overcrowding of the "L" cars and proceed under the police powers of said city to prevent said overcrowding.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On the south side of West Chicago avenue, from North 46th avenue to North 48th avenue.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCeIL.

The Clerk, on motion of Ald. Bennett, presented an ordinance requiring the City Treasurer to make deposits of city funds daily and an ordinance concerning city depositaries and interest on city moneys deposited therein, substituted for ordinances concerning the same subject recommended by the Committee on Finance (October 29, 1906, page 1830), and deferred and published November 19, 1906, pages 2052 and 2053.

Ald. Bennett moved to pass the ordinance under consideration requiring the City Treasurer to make deposits of City funds daily.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The City Treasurer of the City of Chicago is hereby directed and required to deposit daily all moneys received by him as City Treasurer during banking hours, and also such moneys as he may have received on the day previous after banking hours, in one of the banks which may have been designated by the City Council as depositaries, pursuant to the act of May 18, 1905, entitled "An act to amend an act entitled 'An act to provide for the incorporation of cities and villages.'"

SECTION 2. Of the banks which may have been so designated by the City Council as depositaries, the City Comptroller shall have power and authority to designate from time to time, one, as the active bank or depositary for a period not longer than one month at a time. During such period the City Treasurer shall deposit all moneys in such active bank and shall draw his checks to pay warrants drawn upon him by the Mayor and City Comptroller upon such active bank; provided, however, that the City Treasurer shall have power to withdraw the city's money from any depositary in the cases provided for and under the circumstances stated in Sections 3 and 4 of this ordinance.

SECTION 3. There is hereby created a fund to be known as the "Treasurer's Petty Cash" fund and for the purpose of enabling the Treasurer to pay in cash such warrants as may be presented to him for payment in cash, the Mayor and Comptroller are hereby authorized to draw warrants, from time to time for such amounts as may in their judgment be sufficient to meet the daily demand for that purpose. Such warrants shall be made payable to the City Treasurer and shall be chargeable to such "Treasurer's Petty Cash" fund which shall in turn be credited with the amounts of warrants thus paid in cash from said fund.

SECTION 4. There is hereby created a fund to be known as the "Equalization and Transfer" fund, and for the purpose of facilitating the equalization or apportionment the amounts of the balance on deposit with the several depositaries and the speedy transfer of money from one depositary to another in case of necessity, the Mayor and Comptroller are

hereby authorized to draw warrants, from time to time, for such amounts as may in their judgment be necessary or advisable for the proper apportionment of the city's deposits among its depositaries or for the protection of the city's interests. Such warrants shall be made payable to the City Treasurer and shall be chargeable to such "Equalization and Transfer" fund, which shall in turn be credited with the respective amounts thereof deposited with one or more of the other depositaries, as the case may be.

SECTION 5. When the City Treasurer shall have complied with the terms of this ordinance and shall have deposited all city money with such depositaries his bond shall be reduced to the sum of five million dollars, and every City Treasurer hereafter elected shall, before entering upon the duties of his office, give bond with sufficient sureties, to be approved by the City Council, in the penal sum of five million dollars, provided, however, that the amount of such bond may from time to time be increased or diminished by resolution of the City Council.

SECTION 6. This ordinance shall take effect and be in force from and after its passage.

Ald. Bennett moved to pass the ordinance under consideration concerning city deposits.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Doughrty, Jacobs, Hahne, Krumholz, Dunn, Villiston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

In regard to city deposits.

WHEREAS, The Comptroller of the City of Chicago is required at least once in each year, and not later than the first day of December in each year, to advertise for bids from all regularly established National and State Banks doing business within the corporate limits of the City of Chicago for interest upon the money of the city so to be deposited in such banks, the City Council having power to reject all bids and to designate as many depositaries as it deems necessary for the protection of the city's interests and to award bids accordingly and to pass all necessary ordinances in reference thereto.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The City Comptroller in advertising for such bids is authorized and directed to give notice that the average monthly balance to be kept in any one bank shall not exceed the sum of $1,000,000, and the City Council shall designate the maximum amounts to which such banks shall be respectively entitled, and in apportioning such amounts may take into consideration the capital, surplus and undivided profits of the several banks so submitting bids for city deposits.

SECTION 2. No moneys shall be deposited with any such bank nor any such award be effective until such depositary shall have delivered to the Comptroller a bond running to the City of Chicago in double the amount which such bank or depositary shall be designated as being entitled to receive upon its bid and

with such sureties as the City Council shall approve, conditioned in like manner as other official bonds given by public officials, charged with the custody of money.

SECTION 3. This ordinance shall take effect and be in force from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claims of sundry persons for 90 per cent refunds of special assessments for laying water pipes, deferred and published November 19, 1906, page 2032.

Ald. Bennett moved to concur in the report and pass the ordinance therewith. therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works, upon presentation of County Clerk's certificates of payment, or duplicate receipts properly approved by the Board of Local Improvements, be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same being 90 per cent refunds due under special assessments enumerated for laying water pipes, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the report of the Board of Local Improvements attached.

Warrant 24892	William Haynes..	$36.00
Warrant 22945	Clara L. Chase...	8.02
Warrant 21815	B. Quinn.....	8.67
Warrant 20668	C. H. Bickley....	3.75
Warrant 30779	O. Praig.....	38.43
Warrant 32433	John Suwalski...	52.33
Warrant 18250	William Hahne...	339.59
Warrant 14872	D. J. Hubbard....	125.60
Warrant 16976	W. A. Amberg...	694.28
Warrant 16975	H. F. Shaefer...	423.76
Warrant 14872	J. A. Brophy.....	190.17
Warrant 19060	Andrew J. Graham	90.45
Warrant 19296	Andrew J. Graham	248.40
Warrant 24945	W. M. Derby, Jr.	27.69
Warrant 24945	W. M. Derby, Jr..	107.89
Warrant 24945	W. M. Derby, Jr..	35.96
Warrant 16977	Hartman & Co..	41.89
Warrant 16977	G. Eich.....	41.04
Warrant 17290	W. Cummings....	7.20
Warrant 21987	John G. Uschleis.	9.30
Warrant 20927	Theodore Lattan.	5.50

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of C. H. Anderson, for wages on account of injuries, deferred and published November 19, 1906, page 2033.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin,

Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of C. H. Anderson for fifteen (15) days' pay as oiler at the Sixty-eighth Street Pumping Station, from January 1st to January 15th, 1906, said time having been deducted on account of absence from duties caused by injuries received December 26th, and the Comptroller is ordered to pay the same from appropriation for salaries at the Sixty-eighth Street Pumping Station.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Marshall Field & Co. for overcharge of compensation for bay window space, deferred and published Navember 19, 1906, page 2033.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to pay to Marshall Field & Company the sum of one thousand four hundred twenty-eight and seventy-five one-hundredths dollars ($1,428.75), being overcharge for bay window space in connection with the Marshall Field building on State street, in accordance with the report of the Chief Clerk of the Bureau of Compensation and of the City Auditor attached hereto, said amounts to be paid from miscellaneous receipts for the year 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of H. Gilsdorff & Sons for extra work at City Light Plant, deferred and published November 19, 1906, page 2033.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby authorized and directed to pay to H. Gilsdorff & Sons the sum of one hundred two dollars ($102.00), same

to be in full for claim for extra work done in connection with the taking down and removal of one brick chimney from the boiler room of the City Municipal Electric Light plant, Rice and Lincoln streets, under contract of August 25, 1906, and the City Comptroller is ordered to pay the same upon proper voucher from the City Electrician.

This action is taken in accordance with the recommendation of the City Electrician attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Alexander Harper for settlement of suit, deferred and published November 19, 1906, page 2034.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby directed to allow judgment to be taken against the city in favor of Alexander Harper in the sum of three thousand dollars ($3,000.00), same to be in full of all claims of whatever kind or nature against the city for services, and to be in full settlement of any and all suits by said Alexander Harper against the city for such compensation.

This action is based upon report and opinion of the Corporation Counsel attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Mrs. Kehoe for filling sidewalk intersection, deferred and published November 19, 1906, page 2034.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Mrs. Kehoe, 36th and Lowe avenue, in the sum of thirteen dollars ($13.00), same to be in full for claim for filling sidewalk intersection at 36th and Lowe avenue, and the Comptroller is ordered to pay the same from the Ward Fund of the Fifth Ward.

This action is taken in accordance with the report of the Superintendent of Streets attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of C. F. Kinnally

for track elevation damages, deferred and published November 19, 1906, page 2034.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to allow a judgment to be taken against the City in favor of C. F. Kinnally in the sum of seven hundred and fifty ($750.00) dollars; same to be in full of all claims of damages on account of the elevation of the tracks of the L. S. & M. S. R. R. and the C. R. I. & P. R. R. Companies, to property owned by said C. F. Kinnally and situated on the south side of 59th street and east of and adjoining the said Railway Companies' right-of-ways.

This action is taken upon the recommendation of the Corporation Counsel attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of John A. Larson, for extra work at Sixty-eighth Street Pumping Station, deferred and published November 19, 1906, page 2034.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue voucher in favor of John A. Larson, for the payment of additional money on account of extra work done in connection with additions made to the Sixty-eighth Street Pumping Station in the sum of six hundred forty-seven and ten one-hundredths ($647.10) dollars, and the Comptroller is ordered to pay the same from the appropriation for the Sixty-eighth Street Pumping Station additions.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Frank E. Mallon for extra compensation, deferred and published November 19, 1906, page 2035.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Frank E. Mallon in the sum of Four hundred thirteen and twenty-eight one-hundredths ($413.28) dollars, same to be for additional compensation for performing the work of the Chief Accountant in the Bureau of Water, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the report of the Superintendent of Water attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of McDonnell & Brennan for amount withheld by Comptroller from purchase price of reduction plant, deferred and published November 19, 1906, page 2035.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

WHEREAS, In the negotiations for the purchase of the reduction plant and contract of McDonnell & Brennan, it was agreed between this committee and said firm that in consideration of the payment to them of the sum of thirty-seven thousand ($37,000.00) dollars, by the City of Chicago, all corresponding rights, duties, claims and demands mutually existing between said firm and the City of Chicago should be cancelled, abrogated and annulled; and

WHEREAS In the redrafting of the ordinance to provide for such agreement, the foregoing clause was omitted, and by reason thereof the Comptroller demanded payment of a certain claim and demand of the City of Chicago against said firm, for the sum of two thousand one hundred and seventy-four and sixteen one-hundredths ($2,174.16) dollars for percentage due the City under the compensation clause of their said contract, and this amount was withheld from payment by the Comptroller from the purchase price, and is now held by him in escrow, pending the further action of the City Council in the matter; now therefore be it

Ordered, That the City Comptroller is hereby authorized and directed to pay over to Patrick E. McDonnell and Richard P. Brennan the sum of two thousand one hundred and seventy-four and sixteen one-hundredths ($2,174.16) dollars, now held by him in escrow to secure payment of compensation earned by the City of Chicago under the provisions of the cancelled contract of said firm of McDonnell & Brennan, and said claim for compensation is hereby released.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Charles McMillan for wages during illness, deferred and published November 19, 1906, page 2036.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Charles McMillan in the sum of one hundred and thirty-one ($131.00) dollars, for wages while ill during the months of July and August, 1906, in accordance with the recommendation of the Commissioner of Public Works attached hereto, and the Comptroller is ordered to pay the same from the appropriation for intercepting sewers.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of J. O'Kelly for labor and material, deferred and published November 19, 1906, page 2036.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to J. O'Kelly the sum of seventy-five ($75.00) dollars, same being for material and labor furnished the Committee on Building Department for two demonstrations of water test of house drains, in accordance with bill attached hereto and approved by the Chief Sanitary Inspector and Chairman of the Committee on Building Department, and charge same to the Finance Committee Fund, appropriations 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Paul Pearson for wages during illness, deferred and published November 19, 1906, page 2036.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dough-

erty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Paul Pearson in the sum of forty-two ($42.00) dollars, on account of wages deducted because of absence from duty from the Lake View Pumping Station on account of illness, September 1st to 14th, both inclusive, and the Comptroller is ordered to pay the same from the appropriation for salaries at Lake View Pumping Station.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Henry F. Schuberth for wages during illness, deferred and published November 19, 1906, page 2037.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Henry F. Schuberth in the sum of fifty-seven and twenty-five one-hundredths ($57.25) dollars, same being wages withheld during the months of February and March on account of absence from duty caused by illness, and the Comptroller is ordered to pay the same from the appropriation for salaries in the Bureau of Water.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Sections 2466, 2473, 2478 and 2483 of Chapter LXXIII of an ordinance entitled the Revised Municipal Code of Chicago of 1905, deferred and published October 8, 1906, page 1443, and deferred October 22, 1906, page 1749.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Sections 2466, 2472, 2478 and 2483 of Chapter LXXIII of an ordinance entitled the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2466 of Chapter LXXIII of an ordinance entitled the Revised Municipal Code of Chicago of 1905, passed March 20, 1905, be and the same is hereby amended to read as follows:

"2466. Annual and Semi-Annual Inspections.) It shall be the duty of said inspector to inspect and examine once in each year all weights, measures, scale beams, patent balances, steelyards and other instruments used for weighing and measuring in the city, except track scales and scales of a capacity of three tons or upwards, which shall be inspected once in every six months, and to stamp with a suitable seal all weights and measures and scales so used which he may find accurate, and deliver to the owner thereof a certificate of their accuracy. Any person or persons who shall willfully remove, destroy or in any manner erase any stamp or seal of inspection from any scale, weight or measure shall be fined not less than twenty-five nor more than two hundred dollars."

SECTION 2. That Section 2473 of the Revised Municipal Code of Chicago of 1905 is hereby amended to read as follows:

"2473. Fees for Inspection.) The Inspector of Weights and Measures shall demand and receive for the use of the city before the delivery of the certificate provided for in and by Section 2470 of this chapter the following fees.

For inspecting and sealing scales of a capacity of 40,000 pounds and upwards, each..... $3.50

For inspecting and sealing scales of the capacity of 24,000 pounds up to 40,000 pounds, each 1.50

For inspecting and sealing scales of the capacity of 6,000 pounds up to 24,000 pounds, each.... 1.00

For inspecting and sealing scales of the capacity of 2,500 pounds up to 6,000 pounds, each..... .50

For inspecting and sealing scales of the capacity of 240 pounds, up to 2,500 pounds, each..... .35

For inspecting and sealing scales of the capacity of 2 pounds up to 240 pounds, each..... .20

For inspecting and sealing hopper scales, each 1.25

For inspecting and sealing two-bushel, one-bushel, and one-half bushel measures, each..... .05

For inspecting and sealing any other dry measure, each..... .05

For inspecting and sealing every automatic weighing machine or every instrument or device of a capacity of less than three tons used for weighing or measuring any person or animal for hire or reward, each..... .50

For inspecting and sealing liquid measures of the capacity of one gallon and upwards, each.... .10

For inspecting and sealing any other liquid measures, each... .05

For inspecting and sealing yard measures, each ..... .05

For inspecting and sealing any linear measure, for each 3 feet .05

In every case where said inspector may at the request of the owner or person in possession, charge, or control of any scale, weight, or measure, employ labor or material in making such scale, weight, or measure accurate, he shall charge and receive from such owner or person for the use of the city a just and reasonable compensation for such labor or material.

SECTION 3. That Section 2478 of the

Revised Municipal Code of Chicago of 1905 is hereby amended to read as follows:

"2478. Deceit or Fraud in Regard to Measurement or Weight of Commodities.) All corn in the ear, potatoes, coal, large fruits, coarse vegetables and all bulky articles sold or offered for sale by dry measure shall be sold by heaped measure, and all commodities sold by heaped measure shall be duly heaped up in said measure in the form of a cone, the top of outside of the measure by which the same shall be measured to be the limit of the base of such cone, and such cone to be as high as the nature of the article to be measured will admit the cone to be heaped. Any person or corporation who shall practice deceit or fraud of any kind whatsoever in the sale of wood, coal, grain, berries. fruit, vegetables, liquids or fluids of any kind, or any other commodity or article of merchandise of any kind whatsoever, whether sold by dry measurement or liquid measurement, by selling or offering for sale any such wood, coal, grain, berries, fruit, vegetables, liquids or fluids of any kind whatsoever, in quantities of less weight or measure than the weight or measure represented by the vendor or his agent or employe upon such sale or offer of sale, or who shall sell or offer for sale any article measured by dry measure that shall not be a heaped up measure in accordance with the first paragraph of this section, or who shall sell, or offer for sale, any article of dry measurement in other than a legal dry measure, or any article of liquid in other than a liquid measure, or in any measure which has not been inspected and sealed by the Inspector of Weights and Measures in accordance with and pursuant to the provisions of this chapter, shall be fined not less than twenty-five dollars nor more than one hundred dollars for each offense."

SECTION 4. That Section 2483 of the Revised Municipal Code of Chicago of 1905 is hereby amended to read as follows:

"2483. Interference With Officer.) No person shall in any way or manner obstruct, hinder or molest the Inspector of Weights and Measures in the performance of his duties as hereby imposed upon him, or refuse to weigh or measure any article of merchandise or any other commodity whatsoever, in order that the said Inspector of Weights and Measures may ascertain the weight or measure of any article of merchandise or any other commodity whatsoever which may be sold or offered for sale, under a penalty upon every such person of not less than twenty-five dollars nor more than one hundred dollars for each offense."

SECTION 5. This ordinance shall take effect and be in force from and after its passage and publication.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on a communication from the City Comptroller concerning the printing of ordinances amending the Revised Code of 1905, deferred and published November 12, 1906, page 1979.

Ald. Dever moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fish-

er, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Clerk be and he is hereby directed to print, in pamphlet form, all general ordinances passed since the adoption of the Revised Municipal Code of Chicago of 1905 and all ordinances amending said Code or any part thereof, and that he have printed a sufficient number to meet the needs of the different departments and offices of the city; and is further directed to print, in pamphlet form, for use of the offices and departments of the city, all general ordinances and all ordinances amending the Code which are passed hereafter.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending the Revised Code of 1905, concerning "wide tires," deferred and published November 19, 1906, page 2037.

Amendments were presented to the ordinance under consideration as follows:

By Ald. Moynihan:

Amend page 2038, 10th line by striking out the words "three inches" and inserting in lieu thereof "two and one-half inches."

Amend page 2038, 12th line, by striking out the words "three and one-half inches" and inserting in lieu thereof the words "three inches."

Amend page 2038, 14th line, by striking out the words "four inches" and inserting in lieu thereof the words "three and one-half inches."

Amend page 2038, line 16, by striking out the words "five inches" and inserting in lieu thereof "four inches."

Amend page 2038, line 18, by striking out the words "five and one-half inches" and inserting in lieu thereof the words "four and one-quarter inches."

Amend page 2038 by adding at the end of Section 2 the following: "This ordinance shall not apply to wagons now in use in the City of Chicago, but shall only apply to wagons to be constructed in the future."

By Ald. Badenoch:

Amend Section 1 by striking out lines one to ten (1 to 10) inclusive, and inserting in lieu thereof the following:

For any load or burden exceeding five thousand pounds, but not exceeding six thousand pounds, not less than two and one-half inches.

For any load or burden exceeding six thousand pounds, but not exceeding seven thousand pounds, not less than three inches.

For any load or burden exceeding seven thousand pounds, but not exceeding eight thousand pounds, not less than three and one-quarter inches.

For any load or burden exceeding eight thousand pounds, but not exceeding ten thousand pounds, not less than three and one-half inches.

For any load or burden exceeding ten thousand pounds, but not exceeding twelve thousand pounds, not less than four inches.

For any load or burden exceeding twelve thousand pounds, but not exceeding fourteen thousand pounds, not less than four and one-half inches.

For any load or burden exceeding fourteen thousand pounds, but not exceeding eighteen thousand pounds, not less than six inches.

For any load or burden exceeding eighteen thousand pounds, not less than eight inches.

Amend Section 5 by striking out the "1st day of May" and inserting in lieu thereof the "31st day of December."

Ald. Dever moved to publish the amendments and make the report and ordinance a special order of business

for the next regular meeting of the Council at 8:30 o'clock P. M.

The motion prevailed.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Section 2162 of the Revised Code of 1905 ("rules of the road"), deferred and published November 19, 1906, page 2039.

Ald. Snow presented the following amendment to the ordinance under consideration:

Amend Section 1 (a). page 2039, by inserting words "outer edge of the" in front of the words "right" and "left" in line five.

Amend Section 1 (g), page 2040, by inserting the words "and except when running within the car tracks as provided in Section 'a' hereof."

Amend by adding a new paragraph to be known as (L), reading as follows:

"This ordinance shall not apply to street cars running on metallic rails."

Ald. Dever moved to postpone further consideration of the ordinance and amendments and make them a special order of business for the next regular meeting of the Council at 8:35 o'clock P. M.

The motion prevailed.

The Clerk, on motion of Ald. Riley, presented the ordinance forbidding the use of street car tracks to vehicles during certain hours of the day, deferred November 19, 1906, page 2022, and the opinion of the Assistant Corporation Counsel in relation thereto, temporarily deferred, page 2077.

Ald. Bennett moved to defer consideration thereon and publish the opinion of the Assistant Corporation Counsel.

The motion prevailed.

The following is the opinion:

OFFICE OF THE CORPORATION COUNSEL,
November 24, 1906.

To the Honorable, the City Council.

GENTLEMEN—At the last regular meeting of your Honorable Body (November 19, 1906) the following motion (which is published at page 2023 of the current printed Council Proceedings) was made and prevailed:

"That the Corporation Counsel be requested to furnish the Council at its next regular meeting his opinion as to the validity of the foregoing ordinance."

At the direction of the Corporation Counsel I shall proceed to a consideration of the matter submitted.

The ordinance in question (which appears on the previous page of the Council Proceedings) recites that there is unnecessary congestion and delay of street cars during the morning and evening hours, caused by vehicles on the street car tracks, which is injurious to many people traveling between their homes and places of business, and that the present ordinances, giving the right of way to street cars as against other vehicles have proved inadequate to prevent blockades and congestion.

Section 1 of the ordinance reads as follows:

"It shall be unlawful for any person to drive or cause to be driven any vehicle in or along upon any street railway track or right of way within the city between the hours of 6:30 and 9 o'clock in the morning and 4:30 and 7:00 o'clock in the evening."

Section 2 provides a penalty for the violation of the ordinance.

The order requesting an opinion from the Law Department may be said to present two principal questions:

First—The power of the City Council of the City of Chicago to pass the present ordinance, or an ordinance of like character which shall give to street railway companies the exclusive use of their tracks at the particular times specified in this ordinance, or at any time. This is simply a question of the

power of the City Council to so legislate.

The second question which naturally arises is, whether legislation of this character, and particularly the proposed ordinance, is reasonable.

So far as I am aware, no similar ordinance has ever been passed by any municipality in this State or in any other State. The matter is one of great importance, and before discussing the two questions mentioned above it may be well to revert to certain well settled principles which underlie the subject of the control of its streets by a municipality.

In *People* v. *Harris,* 203 Ill. 272 (279), our Supreme Court said:

"The city could have no authority to accept public streets upon any other condition than that they should be for public use, and what is meant by public use is that the *public* shall have the uninterrupted, unimpeded and unobstructed use of *every portion and part* of such public highway."

See also *Smith* v. *McDowell,* 148 Ill. 51.

In *Pennsylvania Company* v. *City of Chicago,* 181 Ill. 289 (296), the court also said:

"The city has no power or authority to grant the exclusive use of its streets to any *private* person or for any *private* purposes, but must hold and control the possession exclusively for public use for the purposes of travel and the like. * * * The rule is, that all public highways, *from side to side and from end to end,* are held for the use of the public, and no other safe rule can be adopted."

The following language is used in Elliott on Roads and Streets (page 478):

"It is well settled that the public are entitled not only to a free passage along the highway, but to a free passage along *any portion* of it not in the actual use of some other traveller. * * The streets of the city are dedicated for public use, and for these purposes the City Council may improve and control them and adopt needful rules for their management and use * * * * "

And, again, in *People* v. *Harris, supra,* it was said, with reference to the powers of the City Council:

"If they may deprive the citizens of a portion of the streets, then what portion? * * * There is no safe field of speculation other than to keep within the limits placed by the books, by saying that the streets in their entirety are public properties exclusively for public use, and that they, or any part of them, cannot be devoted exclusively to private purposes or private use."

It is to be observed that all of the foregoing language was used in reference to the use, or exclusive use, of streets for private purposes and not for public purposes. The decisions in the cases cited above do not bear upon the precise question here presented.

With this introduction I shall now take up in their order the questions hereinabove referred to, the first of which relates to the city's power simply.

By Section 1 of Article V. of the Cities and VillagesAct the City Council of the City of Chicago is given the following powers:

"*Ninth.* To regulate the use of the same streets, alleys, etc).

* * *

"*Twentieth.* To regulate traffic and sales upon the streets, sidewalks and public places.

* * *

"*Sixty-sixth.* To regulate the police of the city or village and pass and enforce all necessary police ordinances."

Mr. Justice Magruder, in *Snell et al.* v. *City of Chicago et al.,* 133 Ill. 413 (440), said:

"The policy of this State has always "been to give control of the streets,

both as to repairs and general management, to the corporate authorities of the city through which such streets run."

Our Supreme Court has uniformly held that the power given to the city over its streets and alleys by the Cities and Villages Act is exclusive.

Shields v. *Ross*, 158 Ill. 214;
C. & V. R. R. Co. v. *People*, 92 Ill. 170;
Barrows v. *City of Sycamore*, 49 Ill. App. 590.

In the case of *Summerfield* v. *City of Chicago*, 197 Ill. 270, it appears that a street, or a part of a street, had been appropriated for a structure to support elevated tracks. The court there said:

"The general rule is that where legislative or discretionary powers are conferred upon municipal corporations the courts will not interfere, unless in the exercise of such discretion, there is fraud, manifest oppression or gross abuse."

The General Assembly represents the people of this State at large, and it may grant the supervision and control of streets or other highways to municipal corporations so long as they are not diverted to a use which differs substantially from that for which they were originally intended. (*Cicero Lumber Co.* v. *Town of Cicero*, 176 Ill. 9).

The authorities just cited show then that under those clauses of the Cities and Villages Act which I have quoted the city is vested with complete control of its streets, and has a large discretion in the administration of the trust vested in it by the State.

What, then, in the absence of any legislation, are the powers of a street railroad company over tracks laid in a public street?

In Nellis on Street Surface Railroads, the author says, in speaking of a street railroad company (page 258):

"Under its common law duty to maintain its tracks in a public street so as not to be an obstruction to travel thereon when a new pavement is ordered, a street surface railroad company must relay its tracks and adjust its roadbed to the new pavement and grade."

And the same author says (page 317), in speaking of street railway cars:

"The cars have the right to expeditiously transport passengers on the surface of the streets, but that gives them no exclusive right to the surface occupied by their tracks. Neither at crossings nor between them is the public right relinquished."

And, again, on page 319, it is stated:

"Trolley cars and the drivers of ordinary carriages have equal rights upon the public streets and street crossings."

The extracts from the text books named are sustained by the authorities cited in support thereof by the author and announce, I believe, correct principles of law; and, therefore, without such an ordinance as the one proposed it is perfectly clear that no street railway company would have the right at any time during the day to the exclusive use of its tracks. Has the city, as a means of regulation, the power to grant this right? In my opinion it can, provided it adopts an ordinance that is reasonable. (*Savage* v. *Salem*, 23 Ore. 381; 24 L. R. A. 787).

To give to a street railroad company the exclusive right to travel over that portion of a street in which its tracks are laid is not the granting of an exclusive right for *private* purposes, but is a cession to a corporation operating a particular kind of conveyance for public purposes of the exclusive use of a certain part of a public street. Similar exclusive rights have been granted for public purposes. The structures supporting elevated street railroads, telegraph, telephone and trolley wire poles, lamp-posts of gas companies and hydrants of water companies all occupy exclusively parts of the public streets, but the appropria-

tion of this space finds sanction in law because made for public purposes. (*Savage* v. *Salem, supra.*)

Street railway companies are engaged in the business of transporting passengers. This is a business impressed with a public use. Our Supreme Court has always recognized that when the streets are used for the transportation of the public in cars they were being devoted to a public use to the same extent as if they were used for the transportation of passengers in omnibuses or other vehicles, or used by the ordinary foot passenger. A street car can run only on tracks; it can turn neither to the right nor to the left; it can use only that part of the street upon which tracks are laid. In the case of other vehicles, as we know, there is no such physical restriction.

I therefore think, as I have said, that the City Council, under its discretionary powers, may say that during certain hours of the day vehicles engaged in the transportation of merchandise or passengers, which are not restricted, because of their construction, to any particular part of the street, shall keep off the tracks of street railways.

Having concluded, then, that, as an abstract question of power, the city may pass this ordinance, or an ordinance of like character, I will consider the question as to whether this ordinance or a similar ordinance would commend itself to our courts as reasonable.

Second—Is this ordinance reasonable or would a similar ordinance be reasonable?

It will be observed that the ordinance as drafted is not restricted to particular districts of the city, but applies to every part of it. While it is true that street railways are only given the exclusive use of their tracks during certain hours of the day, there are no provisions restricting the operation of the ordinance to streets of more than a certain width, nor is the ordinance restricted to certain seasons. The ordinance relates to all street railroad tracks laid in narrow streets as well as wide ones; to unpaved streets as well as those that are paved; and it is notorious that in many parts of Chicago there are unpaved streets or streets where the only pavement is found between the outer rails of the tracks of street railways. It is equally notorious that during the winter and early spring many of the streets are obstructed on both sides of the street railway tracks with banks of snow and slush, rendering the streets impassable, except as to that part in which street railway tracks are laid. Street railway tracks frequently furnish the only means of travel where the remainder of the street on both sides of the tracks is being paved. To give to street railway companies the exclusive use of their tracks during certain hours of the day, and those the hours when traffic is heaviest, is calculated to encourage the street car companies to run their cars at a high rate of speed not only in the outlying districts but also in the districts where travel is congested. This must result in increased danger at the points where street railway tracks intersect other street railway tracks, and is likely to result in collisions not only between the street cars but between street cars and other vehicles crossing the tracks at street intersections. It is possible that the very reason which is urged as a valid reason for the passage of this ordinance might be sufficient cause for declaring it invalid.

The ordinance recites that the operation of street cars is interfered with in congested districts by vehicles obstructing the tracks. During the hours mentioned in this ordinance it may be that in many of the streets in the down-town district, where traffic is congested and where there are many street car tracks, the use of these tracks by vehicles as well as cars is a necessity.

I might continue and point out other objections to the reasonableness of this

ordinance, but I think I have said sufficient to show that it is unreasonable upon the principle of the case of *City of Chicago* v. *Gunning System*, 214 Ill. 628 (640). In my opinion the ordinance is too broad in its scope and cannot be sustained.

Very truly yours,

MACLAY HOYNE,

Assistant Corporation Counsel.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance vacating an alley in connection with Earle and Raster School districts, deferred and published November 19, 1906, page 2040.

Ald. Zimmer moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has acquired title to lots 1 to 12 and 37 to 48, both inclusive, block 37, Vail's Sub. South Lynn, N. E. ¼ Sec. 19-38-14, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Honore, Wood and West 65th streets;

WHEREAS, The aforesaid lots 1 to 12, both inclusive, are separated from the aforesaid lots 37 to 48, both inclusive, by a public alley 16 feet in width running north and south between Honore and Wood streets, south of West 65th street;

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much of the public alley referred to, as shown in the accompanying plat, be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect nor shall the vacation herein provided for become effective until there shall have been dedicated as a public alley and laid open to the public use as such, the S. 16 ft. of lots 12 and 37, which alleys so vacated and dedicated are substantially as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within sixty days after the date of the passage thereof, there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a deed properly executed and acknowledged, conveying to the City of Chicago, for the purpose of a public alley, the S. 16 ft. of lots 12 and 37, also a plat showing the alleys so dedicated and vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on an ordinance vacating an alley adjoining the Hermann Raster School premises, deferred and published November 19, 1906,, page 2041.

Ald. Zimmer moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, The Board of Education of the City of Chicago has acquired title to lots 8 to 41, both inclusive, K and L, block 8, in E. O. Lanphere's addition to Englewood, a subdivision of lots 1 to 15 and N. ½ of 16 in Sea's subdivision of E. ½, S. E. ¼, Sec. 19-38-14, in the City of Chicago, County of Cook and State of Illinois, which said lots are intended to be used as the site of the Hermann Raster School;

WHEREAS, The aforesaid lot L and lots 8 to 24, both inclusive, are separated from the aforesaid lots 25 to 41, both inclusive, and lot K, by a public alley 16 ft. in width running north and south between S. Wood street and S. Hermitage avenue, N. of W. 70th street, as shown in the accompanying plat.

WHEREAS, The Board of Education has requested the City Council to vacate the said alley; now therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. So much of the public alley referred to, as shown in the accompanying plat, be and the same is hereby vacated, as shown on the plat thereof attached hereto and made a part hereof.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within sixty days after the date of the passage thereof, there shall be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, by the Board of Education, a plat showing the alley vacated.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on requests of the Board of Education for appropriations for the Drummond, Garfield, Lyman Trumbull, Rogers and Jenner Schools, deferred and published November 19, 1906, page 2042.

Ald. Zimmer moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the amounts shown opposite the names of schools hereinafter mentioned in this order, be and the same are hereby appropriated for the purposes set forth and the City Comptroller is authorized and directed to set aside the said sums from the unappropriated balance of the building account for the said improvements.

Drummond School, six-room addition, assembly hall and gymnasium $100,000.00
Garfield School, twelve-room addition, assembly hall and gymnasium 130,000.00
Lyman Trumbull Manual Training High School, additional appropriation for completion of 120,000.00
Rogers School, additional appropriation for completion of 40,000.00
Jenner School, for gymnasium in connection with new addition 9,000.00

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools on requests of the Board of Education to acquire property in connection with the Earle, Raster, Garfield and Knickerbocker Schools, deferred and published November 19, 1906, page 2042.

Ald. Zimmer moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the proper officers of the Board of Education be and they are hereby authorized to acquire title, under the eminent domain law for the use of schools, to the following described property:

Lots 1 to 12, and lots 37 to 48, both inclusive, block 37, Vail's subdivision South Lynn, northeast ¼ section 19-38-14, together with all buildings and improvements thereon, having a frontage of 300 feet on Wood street, southwest corner 65th street, and 300 feet on Honore street, southeast corner 65th street, by a depth of 125 feet in each instance, for a new site for the relief of the Earle and Hermann Raster school districts.

Lots 33 to 41, both inclusive, and lot K in block 8 in E. O. Lanphere's addition to Englewood, a subdivision of blocks 1 to 15, and north ½ block 16 in Sea's subdivision, etc., section 19-38-14, being 256.35 feet frontage on South Wood street by a depth of 124.57 feet north of and adjoining the Hermann Raster school premises, together with all buildings and improvements thereon; also lots 8 to 24 both inclusive, and lot L, same legal description as above, being 456.40 feet frontage on Hermitage avenue, east of the school premises, northwest corner 70th street.

Lot 11, block 19, Brand's addition to Chicago, southeast ¼, northeast ¼ section 20-39-14, being 24 feet frontage on Newberry avenue by a depth of 99.5 feet north of property now in process of condemnation; east of the Garfield school premises, between 14th street and 14th place, together with all buildings and improvements thereon.

Lot 34, sub-block 1 of Chase and Williams' subdivision of northwest ¼ block 11, Sheffield's addition to Chicago, southwest ¼ section 29, southeast ¼ and south ½, northeast ¼ section 31, all of section 32 and west ½ of southwest ¼ section 33-40-14, together with all buildings and improvements thereon, being 25 feet of ground north of and adjoining 25 feet now in process of condemnation north of the Knickerbocker school premises.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to Montgomery Ward & Co. to maintain certain switch tracks in Hawthorne avenue, deferred and published November 19, 1906, page 2043.

Ald. Snow moved to amend the ordinance under consideration by striking out Section 5 and inserting in lieu thereof the following:

SECTION 5. In consideration of the privileges herein granted said Montgomery Ward & Co. shall pay to the City of Chicago the sum of six hundred and sixty-three ($663.00) dollars per annum in equal semi-annual payments, the first payment to be made as of the date of the passage of this ordinance and subsequent payemnts semi-annually thereafter.

At any time during the life of this ordinance said Montgomery Ward & Co. may remove any portion of said track upon written notice to the Commissioner of Public Works of such intention, and upon such removal being made there shall be deducted from the payments herein provided for fifty (50) cents per annum for each foot of such track so removed, and in case all of such track herein authorized is so removed then all compensation shall cease and this ordinance shall become null and void, but there shall be no rebate on any compensation paid in advance.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its assigns fail to promptly pay any installment of said compensation."

The motion to amend prevailed.

Ald. Sullivan moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Montgomery Ward & Company to construct, maintain and operate certain switch tracks in Hawthorne avenue and North Branch street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Montgomery Ward & Company, a corporation organized and existing under and by virtue of the laws of the State of Illinois, its successors and assigns, to construct, maintain and operate a switch track hereafter to be constructed, maintained and operated by said Montgomery Ward & Company on the west side of Hawthorne avenue from its intersection with the south line of Oak street southeastward to the right of way of the Chicago, Milwaukee & St. Paul Railway company at a point about three hundred (300) feet north of the north line of Chicago avenue; and, further, to construct, maintain and operate a switch track to connect the above-mentioned switch track with the main line of the Chicago, Milwaukee & St. Paul Railway

company, beginning at a point about twenty (20) feet north of the north line of North Branch street and ending at about one hundred and fifty (150) feet south of the south line of Oak street; and, further, to construct, maintain and operate a switch track commencing at a point in the switch track first mentioned, at about one hundred and seventy-five (175) feet south of the south line of North Branch street at its intersection with Hawthorne avenue, thence running in a northwesterly direction across the premises of Montgomery Ward & Company and on to North Branch street at a point about twenty (20) feet west of the west line of Hawthorne avenue, thence along the south half of North Branch street westward to a point about two hundred and seventy-five (275) feet west of the west line of Hawthorne avenue, when said switch track will again enter the premises of Montgomery Ward & Company, in the City of Chicago, as shown by plat thereof attached to and made a part of this ordinance, for and during the period of ten years from and after the passage of this ordinance.

Section 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

Section 3. During the life of this ordinance the grantee herein shall keep such portions of said streets as are occupied by said switch tracks in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all appurtenances thereto and shall forthwith restore the portions of said streets occupied by said switch tracks to a condition safe for public travel similar to the remaining portions of said streets in the same blocks, to the satisfaction and approval of the Commissioner of Public Works.

Section 4. The construction, maintenance and operation of the switch tracks herein provided for shall be subject to all existing ordinances of the City of Chicago, now in force or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision of and to the satisfaction of the Commissioner of Public Works.

Section 5. In consideration of the privileges herein granted said Montgomery Ward & Co. shall pay to the City of Chicago the sum of six hundred and sixty-three ($663.00) dollars per annum in equal semi-annual payments, the first payment to be made as of the date of the passage of this ordinance and subsequent payments semi-annually thereafter.

At any time during the life of this ordinance said Montgomery Ward & Co. may remove any portion of said track upon the written notice to the Commissioner of Public Works of such intention, and upon such removal being made there shall be deducted from the payments herein provided for fifty (50) cents per annum for each foot of such track so removed, and in case all of such track herein authorized is so removed then all compensation shall cease and this ordinance shall become null and void, but there shall be no rebate on any compensation paid in advance.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its assigns fail to

promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that Montgomery Ward & Company, the grantee herein, will within ten (10) days after the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of $10,000, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by the said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason of or on account of the passage of this ordinance, or for or by reason of or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within ten (10) days from the date of its passage said Montgomery Ward & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance, and a bond as herein provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to Pettibone, Mulliken & Co. to maintain a switch track in Hawthorne avenue, deferred and published November 19, 1906, page 2045.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Pettibone, Mulliken & Company, a corporation, its successors or assigns, to lay down, construct, maintain and operate one single railroad switch track in, along, and upon the easterly side of Hawthorne avenue from a point about two hundred and fifty (250) feet northwest of the northerly line of Eastman street, connecting with the right of way of the Chicago, Milwaukee & St. Paul Railway company's tracks in Hawthorne avenue and running in a southerly direction into the northwest corner of block sixty-one (61) in John A. Yates' re-subdivision of the east one-half (east ½) of the northeast quarter (northeast ¼) of section 5-39-14, as shown on the blue print attached, which

for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express conditions that the said Pettibone, Mulliken and Company, the grantee herein, will within thirty (30) days after the date of the passage of this ordinance file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance or operation of said switch track, or failure to keep in repair such parts of said Hawthorne avenue as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Department of Public Works shall direct, then said Department may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, such work shall be done by or under the direction of the Department of Public Works of the City of Chicago and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof and shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Pettibone,

Mulliken & Company shall pay to the City of Chicago the sum of one hundred and eighty-seven ($187.00) dollars per annum in advance each and every year throughout the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express condition of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days after the date of its passage said Pettibone, Mulliken & Company shall file with the City Clerk of the City of Chicago a written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to the Tonk Manufacturing Company to maintain a switch track, deferred and published November 19, 1906, page 2046.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted the Tonk Manufacturing Company, its successors or assigns, to maintain and operate a railroad switch track hereafter to be constructed and operated by said Tonk Manufacturing Company, its successors or assigns, from and connecting with the Chicago, Milwaukee & St. Paul Railroad, at a point in lot sixteen (16), of sub-block three (3), of block thirteen (13), in Sheffield's addition to Chicago, seventy-five feet from the southwesterly corner of lot fourteen (14), of said sub-block three (3), and running thence in a southern direction, thirty-eight (38) feet, diagonally over and across an alley, running in northwesterly and southeasterly direction through said sub-block three (3), of block thirteen (13), of said Sheffield's addition, and thence on to property owned and controlled by said grantee, the point at which said track crosses said alley being more particularly shown in the plat hereto attached, which is made a part hereof, for and during the period of ten (10) years from and after the passage of this ordinance.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this

ordinance the grantee herein shall keep such portions of said alley as is occupied by said switch track in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said alley occupied by said switch track to a condition safe for public travel, similar to the remaining portions of said alley in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force, relating to the use and operating of switch tracks, and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said grantee shall pay to the City of Chicago the sum of forty and no one-hundredths ($40.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its successors or assigns fails to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that said grantee will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago, a bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless, the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within thirty (30) days from the date of its passage said Tonk Manufacturing Company, its successors or assigns, shall file with the City Clerk of the City of Chicago their written acceptance of this ordinance, and a bond as herein provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to Albert H. Veeder to maintain a switch track, deferred and published November 19, 1906, page 2048.

Ald. Sullivan presented the following amendments to the ordinance under consideration:

AMENDMENTS

To an ordinance granting permission and authority to Albert H. Veeder to construct and maintain a switch track, reported by the Committee on Streets and Alleys, North Division, and appearing on pages 2048 and 2049 of Council Proceedings for November 19, 1906.

That said ordinance be amended by striking out Section 1 and inserting in lieu thereof the following:

"SECTION 1. That permission and authority be and the same are hereby granted to Swift & Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate a railroad switch track from a connection with the tracks of the Chicago and Evanston Railroad Company, owned and operated by the Chicago, Milwaukee & St. Paul Railroad Company, from Hawthorne avenue at a point directly opposite the northwest corner of Lot 38, in Block 72 in Elston's addition to Chicago, thence on a gradual curve to and across the east line of lot forty-two (42), in block seventy-two (72) Elston's addition to Chicago aforesaid, for a period of ten (10) years from and after January 14, 1909; and also to maintain and operate said switch track during the unexpired period for which said authority was granted to Albert H. Veeder, his heirs, executors and assigns, by an ordinance passed January 14, 1889. The location of said switch track is more particularly shown in red lines upon the blue print hereto attached and made a part hereof."

Also that Section 5 of said ordinanec be amended by striking out the word "his" appearing on the 18th line of the left hand column on page 2049 and inserting "its" in lieu thereof.

Also that Section 7 of said ordinance be amended by striking out same and inserting in lieu thereof the following:

"SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinbefore provided for within thirty (30) days of the passage hereof."

Ald. Sullivan moved to adopt the amendments.

The motion prevailed.

Ald. Sullivan moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Swift & Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate a railroad switch track from a connection with the tracks of the Chicago and Evanston Railroad Company, owned and operated by the Chicago, Milwaukee & St. Paul Railroad Company, from Hawthorne avenue at a point directly opposite the northwest corner of Lot 38, in Block 72 in Elston's addition to Chicago, thence on a gradual curve to and across the east line of lot forty-two (42), in

block seventy-two (72) Elston's addition to Chicago aforesaid, for a period of ten (10) years from and after January 14, 1909; and also to maintain and operate said switch track during the unexpired period for which said authority was granted to Albert H. Veeder, his heirs, executors and assigns, by an ordinance passed January 14, 1889. The location of said switch track is more particularly shown in red lines upon the blue print hereto attached and made a part hereof.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said street as is occupied by said switch track in good condition and repair and safe for public travel to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted by expiration of time or otherwise said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said street occupied by said switch track to a condition safe for public travel similar to the remaining portions of said street in the same block to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 5. In consideration of the extension herein granted the said grantee shall pay to the City of Chicago the sum of one hundred and no one-hundredths dollars ($100.00) per annum in advance each and every year during the life of the present ordinance and extension thereof, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its assigns fail to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that said grantee will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago, for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force,

then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinbefore provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating an alley in Block 5, Davis' Addition, deferred and published November 12, 1906, page 1984.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Baderoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the public alley lying and being between Lots twelve (12) to thirty-two (32), both inclusive, on the west, and Lots thirty-three (33) to fifty-three (53), both inclusive, on the east, all in Block five (5), in Davis' Addition to Chicago, as shown on the plat of said Block five (5) in Davis' Addition to Chicago, which said plat is hereto attached and made a part of this ordinance, be, and the same is hereby, vacated, inasmuch as said portion of said alley is no longer required for public purposes; *provided*, however, that this ordinance shall not take effect, nor shall the vacation herein provided for become effective unless the Sullivan Machinery Company, who may derive a pecuniary advantage from this vacation, shall pay to the City Collector of the City of Chicago the sum of two thousand sixty-nine and eighteen one-hundredths ($2,069.18) dollars, within thirty (30) days from the date of the passage hereof, and shall within thirty (30) days file for record in the office of the Recorder of Deeds of Cook County, a plat showing the part of the alley so vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of Section 1 hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance granting permission to Jos. T. Ryerson and Son, to maintain two switch tracks, deferred and published November 12, 1906, page 1985.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted unto Joseph T. Ryerson and Son, a corporation, and its assigns, to lay down, construct, maintain and operate two railroad switch tracks, beginning on the south line of Eighteenth street near the westerly edge of the right of way of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, and thence running northwesterly across 18th street and thence running in a northerly direction across the private property of Joseph T. Ryerson and Son to 16th street, substantially as shown in yellow on the blue print which is hereto attached and made a part of this ordinance.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portion of Eighteenth street as is occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore the portion of Eighteenth street occupied by said switch track to a condition safe for public travel ,similar to the remaining portion of that street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. And the grantee herein agrees, at its own expense, to keep a watchman stationed upon that part of Eighteenth street occupied by said switch track at all times while switching is actually taking place across said street. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago. When the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company lying and being on Eighteenth street, next east of said switch tracks shall be elevated, the grantee agrees to forthwith elevate said switch tracks to conform to said elevation of the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

SECTION 5. In consideration of the privileges hereby granted, the said Joseph T. Ryerson and Son shall pay to the City of Chicago the sum of one hundred twenty-five ($125.00) dollars per annum, in advance, each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fails to promptly

pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. In consideration of the passage of the within ordinance, that certain ordinance which was passed by the City Council of the City of Chicago upon June 5th, 1906, granting unto Joseph T. Ryerson and Son the right to maintain a single railroad switch track across Eighteenth street near Rockwell street, is hereby repealed.

SECTION 8. This ordinance shall take effect and be in force from and after its passage and approval, provided that an acceptance of all the terms and conditions of said ordinance and the bond hereinabove mentioned be filed within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation, on an ordinance granting permission to Henry Burkhardt & Sons to construct and maintain six coal holes 18 inches in diameter and an opening 3 by 4 feet in sidewalk in front of northwest corner of 18th street and Jefferson street, deferred and published June 11, 1906, page 777.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Henry Burkhardt & Sons, their successors and assigns, to construct and maintain six coal holes 18 inches in diameter and an opening 3 by 4 feet, with iron cover for same, in the sidewalk space in front of northwest corner of 18th street and Jefferson street, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said openings shall be constructed in a safe and workmanlike manner under the supervision and to the sat-

isfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantees, their successors and assigns, shall restore said portion of the sidewalk at the place where said openings are located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said openings had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantees, their successors and assigns, shall at all times keep the sidewalk in which such openings are located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantees, their successors and assigns, shall pay to the City Collector of the City of Chicago the sum of twenty-two dollars as a permit fee for the sidewalk openings as above described.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantees, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation on an ordinance granting permission to George Hock to construct and maintain a hole for a trap door 3½ by 4½ feet in sidewalk in front of 1397 West North avenue, deferred and published June 11, 1906, page 778.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert,

Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Geo. Hock, his successors and assigns, to construct and maintain a hole for a trap door 3½ feet by 4½ feet, with iron cover for same, in the sidewalk space in front of 1397 West North avenue, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said hole and door shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, his successors and assigns, shall restore said portion of the sidewalk at the place where said hole and door are located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said hole and door had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, safe and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, his successors and assigns, shall at all times keep the sidewalk in which such hole and door are located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall pay to the City Collector of the City of Chicago the sum of ten dollars as a permit fee for the sidewalk opening as above described.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation, on an ordinance granting permission to Louis Malowsky to con-

struct and maintain three coal hole openings in sidewalk, 16 inches in diameter, in front of 605 Milwaukee avenue, deferred and published June 11, 1906, page 779.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

Section 1. That permission and authority be and the same are hereby granted to Louis Malowsky, his successors and assigns, to construct and maintain three coal hole openings in sidewalk 16 inches in diameter, with iron covers for same, in the sidewalk space in front of 605 Milwaukee avenue, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said coal holes shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

Section 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, his successors and assigns, shall restore said portion of the sidewalk at the place where said coal hole openings are located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said coal hole openings had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

Section 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

Section 4. During the life of this ordinance said grantee, his successors

and assigns, shall at all times keep the sidewalk in which such coal hole openings are located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall pay to the City Collector of the City of Chicago the sum of $6 as a permit fee for each opening in sidewalk as above described.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation, on an ordinance granting Harry Mayer permission to construct coal hole in front of 6354 South Halsted street, deferred and published June 11, 1906, page 780.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Harry Mayer, his successors and assigns, to construct and maintain a coal hole opening 2 feet 6 inches by 2 feet 6 inches in diameter, with iron cover for same, in the sidewalk space in front of 6354 South Halsted street, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said opening shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, his successors and assigns, shall restore said portion of the sidewalk at the place where said opening is located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said opening had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City

of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, his successors and assigns, shall at all times keep the sidewalk in which such opening is located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall pay to the City Collector of the City of Chicago the sum of five dollars as a permit fee for sidewalk opening as above described.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation, on an ordinance granting permission to Charles O'Donnell to construct and maintain a coal hole in front of 7036 Cottage Grove avenue, deferred and published June 11, 1906, page 781.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling. Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Charles O'Donnell, his successors and assigns, to construct a coal hole 3 feet by 4 feet, with iron cover for same, in the sidewalk space in front of 7036 Cottage Grove avenue, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said coal hole shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, his successors and assigns, shall restore said portion of the sidewalk at the place where said coal

hole is located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said coal hole had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee his successors and assigns, shall at all times keep the sidewalk in which such coal hole is located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall pay to the City Collector of the City of Chicago the sum of ten dollars as a permit fee for sidewalk opening as above described.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation, on an ordinance granting permission to John Sabus to maintain trap door, deferred and published June 11, 1906, page 782.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Pace—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to John Sabus, his successors and assigns, to construct and maintain a hole for a trap door 3½ feet by 4½ feet, with iron cover for same in the sidewalk space in front of 1280 West North avenue, to be constructed according to plans

permission to Albert Fuchs to maintain coal hole, deferred and published June 18, 1906, page 904.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Albert Fuchs, his successors and assigns, to construct and maintain coal hole 20 inches in diameter, with iron cover for same, in the sidewalk space in front of 2071 Clarendon avenue or Halsted street, between the walk and curb, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said coal hole shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, his successors and assigns, shall restore said portion of the sidewalk at the place where said coal hole is located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said coal hole had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, his successors and assigns, shall at all times keep the sidewalk in which such coal hole is located

in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall pay to the City Collector of the City of Chicago the sum of two ($2.00) dollars as a permit fee for coal hole opening as above described.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation, on an ordinance granting Mrs. M. M. Hubbard two sidewalk openings, deferred and published October 15, 1906, page 1505.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Mrs. M. M. Hubbard, her successors and assigns, to construct and maintain, two (2) iron trap doors 4 feet 6 inches by 5 feet no inches each, with iron cover for same, in the sidewalk space in front of building now being erected at 2169-77 Milwaukee avenue, City of Chicago, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said trap doors shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, her successors and assigns, shall restore said portion of the sidewalk at the place where said trap doors are located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said trap doors had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000), with sureties to be approved by the Commissioner of Public Works, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be

suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, her successors and assigns, shall at all times keep the sidewalk in which such trap doors are located in a condition satisfactory to the Commissioner of Public Works, and shall pay to the City of Chicago $20 per annum as compensation for the privilege thus granted.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, her successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force, pertaining to and regulating the use of space underneath public sidewalks, and if compensation is required by any such ordinance to be paid to the City of Chicago for such use, the grantee herein, her successors and assigns, shall pay such compensation as is prescribed by any such ordinance.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Compensation, on a petition of the Central Trading Company, for decrease of compensation, deferred and published November 12, 1906, page 2000.

Ald. Snow moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 3 of the certain ordinance, entitled, "An ordinance granting permission to the Central Trading Company to construct and maintain a bridge or covered passageway and connected canopies across the alley between State street and Wabash avenue," passed May 21, 1901, be and the same is hereby amended by striking out the first eight lines of said section and the first word of the ninth line, and inserting in lieu thereof the following:

"That said Central Trading Company and its assigns shall pay to the City of Chicago, until these privileges are revoked seventeen hundred seven and ninety-two one-hundredths ($1,707.92) dollars per annum, payable in quarterly installments, in advance, the first payment to be made as of the date of the passage of this ordi-

nance and each succeeding payment quarterly thereafter; and it is expressly understood and agreed that if any default is made in the payment of any quarterly installment, the privileges hereby granted shall at once terminate."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

RESIGNATION OF ALD. HUNTER ACCEPTED.

The Clerk, on motion of Ald. Bennett, presented the resignation of Ald. Hunter, deferred and published November 19, 1906, page 2017.

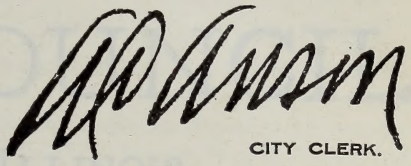
Ald. Bennett moved to accept the resignation.

The motion prevailed.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, December 3, 1906, at 7:30 P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, December 3, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, December 5, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout and Nolan.

Absent—Ald. Hoffman, Burns, Hunt, and Race.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, November 26, 1906, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His, Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the week ending December 1, 1906, together with the cause of each release:

Arthur Stacey, released for H. Bird.

Chas. W. Harrison, released for Police Department.

David Buchanan, released for Jno. Maloney.

Jacob Baron, released for wife.

Chas. Lanzer, released for brother.

Frank Washington, released for wife.

Bettie Mulligan, released for Ald. Maypole.

Burt Oswald, released for wife.

Reuben Netterstrom, released for father.

Jos. Liebel, released for mother.

Wm. Skinner, released for Ald. Powers.

Walter Butler, released for wife.

Chas. Johnson, released for Ald. Dougherty.

James Klameas, released for T. D. Hurley.

Mike Carr, released for M. C. Friel.

Anton Kreibich, released for Fred Lippert.

Julius Thies, released for Police Department.

Thomas Connelly, released for Joliet Penitentiary.

Jake Neely, released for Joliet Penitentiary.

Chas. P. Harris, released for Joliet Penitentiary.

Austin Bartkowiak, released for Ald. Golombiewski.

Tim Monahan, released for Ald. Dailey.

Joe McKinley, released for Rudolph Oelsner.

John Miller, released for mother.

Chas. Wagner, released for Police Department.

Herman Ficki, released for Mr. Buss.

Henry Kagel, released for R. E. Cantwell.

Elmer Kenealy, released for grandmother.

Jas. F. Boight, released for Paul Voight.

Jno. Carraher, released for Ald. Considine.

Geo. Eitermann, released for mother.

Louisa Pauly, released for daughter.

John Rohen, released for sister.

Chas. Erickson, released for Ald. O'Connell.

M. Monaghan, released for wife.

Albert Raught, released for Ald. Hunt.

Harry Schambar, released for P. J. Magee.

John Wroble, released for wife.

Louis Schaffer, released for mother.

Jas. Kernan, released for Ald. Kenna.

Frank Russ, released for wife.

Jno. Wright, released for Mrs. Lewis.

Gertie Connors, released for H. P. Downey.

Robert Walsh, released for T. E. Nolan.

Otto Geissler, released for T. E. Nolan.

John E. Gorman, released Ald. Martin.

Walter Burns, released for wife.

Frank Cleveland, released for Ald. Coughlin.

Which was ordered published and placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an order passed at the last regular meeting of your Honorable Body, and published at page 2103 of the current printed Council Proceedings, directing the Superintendent of Streets to issue a permit to Dr. A. K. Rutkauskas for the erection of a sign at 2792 North Robey street, for the reason that the said order is not in the usual form and does not state the material of which said sign is made.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Reinberg moved to reconsider the vote by which the order referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Reinberg moved that the order be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2091 of the current printed Council Proceedings, amending an ordinance authorizing the Bauman Jewelry Company to erect a clock at the southwest corner of State and Madison streets, by substituting for the name Bauman Jewelry Company the name Bauman Loan Company, for the reason that there is no provision in the amendatory ordinance requiring a new bond to be given by the Bauman Loan Company.

I respectfully recommend that the vote by which the said amendatory ordinance was passed be reconsidered, and that the same be repassed without the usual reference to a committee with the following amendment:

Amend Section 1 of said ordinance by adding at the end thereof the following clause:

"Provided that this ordinance shall not take effect until the Bauman Loan Company shall have given bond as provided by the said ordinance of October 29, 1906, as hereby amended."

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Kenna moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Kenna moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Kenna moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—**64.**

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending an ordinance authorizing Bauman Jewelry Company to erect and maintain a clock on the southwest corner of State and Madison streets.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance authorizing Bauman Jewelry Company to erect and maintain a clock on the southwest corner of State and Madison streets, passed by the City Council of Chicago on October 29, 1906, and appearing on pages 1853 and 1854 of the Council Proceedings for said date, be and the same is hereby amended by striking out the name Bauman Jewelry Company from the title of said ordinance, and also from the third line of Section 1, and inserting, in each case, in lieu thereof the name Bauman Loan Company; provided that this ordinance shall not take effect until the Bauman Loan Company

shall have given bond as provided by the said ordinance of October 29, 1906, as hereby amended.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at pages 2129 to 2131, inclusive, of the current printed Council Proceedings, authorizing Montgomery Ward & Company to construct and maintain certain switch tracks in Hawthorne avenue, for the reason that it is provided by Section 5 of said ordinance that there shall be deducted from the payments of compensation required fifty cents per annum for each foot of switch track removed during the term of the ordinance, while it nowhere appears, either in said ordinance or in the plat attached thereto, what is the total length of said switch tracks or any of them.

As a further reason for withholding my approval of the said ordinance I would say that in my judgment ordinances of this character should be uniform, and the ordinance as passed requires the payment of compensation semi-annually instead of annually as has heretofore been the custom.

I respectfully recommend that the vote by which the said ordinance was passed be reconsidered and that the same be repassed without the usual reference to a committee in the form in which the said ordinance was published on page 2043 of the current printed Council Proceedings prior to amendment.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Snow moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Montgomery Ward & Company to construct, maintain and operate certain switch tracks in Hawthorne avenue and North Branch street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Montgomery Ward & Company, a corporation organized and existing under and by virtue of the laws of the State of Illinois, its successors and assigns, to construct, maintain and operate a switch track hereafter to be constructed, main-

tained and operated by said Montgomery Ward & Company on the west side of Hawthorne avenue from its intersection with the south line of Oak street southeastward to the right of way of the Chicago, Milwaukee & St. Paul Railway company at a point about three hundred (300) feet north of the north line of Chicago avenue; and, further, to construct, maintain and operate a switch track to connect the above-mentioned switch track with the main line of the Chicago, Milwaukee & St. Paul Railway company, beginning at a point about twenty (20) feet north of the north line of North Branch street and ending at about one hundred and fifty (150) feet south of the south line of Oak street; and, further, to construct, maintain and operate a switch track commencing at a point in the switch track first mentioned, at about one hundred and seventy-five (175) feet south of the south line of North Branch street at its intersection with Hawthorne avenue, thence running in a northwesterly direction across the premises of Montgomery Ward & Company and on to North Branch street at a point about twenty (20) feet west of the west line of Hawthorne avenue, thence along the south half of North Branch street westward to a point about two hundred and seventy-five (275) feet west of the west line of Hawthorne avenue, when said switch track will again enter the premises of Montgomery Ward & Company, in the City of Chicago, as shown by plat thereof attached to and made a part of this ordinance, for and during the period of ten years from and after the passage of this ordinance.

Section 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion; whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

Section 3. During the life of this ordinance the grantee herein shall keep such portions of said streets as are occupied by said switch tracks in good condition and repair and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all appurtenances thereto and shall forthwith restore the portions of said streets occupied by said switch tracks to a condition safe for public travel similar to the remaining portions of said streets in the same blocks, to the satisfaction and approval of the Commissioner of Public Works.

Section 4. The construction, maintenance and operation of the switch tracks herein provided for shall be subject to all existing ordinances of the City of Chicago, now in force or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision of and to the satisfaction of the Commissioner of Public Works.

Section 5. In consideration of the privileges herein granted, the said Montgomery Ward & Co. shall pay to the City of Chicago the sum of six hundred and sixty-three ($663.00) dollars per annum, in advance, each and every year during the life of this ordinance; the first payment to be made at the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee or its assigns fail to promptly pay any installment of said compensation.

SECTION 6. The permission and authority herein granted are upon the express condition that Montgomery Ward & Company, the grantee herein, will within ten (10) days after the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of $10,000, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by the said City of Chicago, or which may accrue against or be charged to or recovered from said City of Chicago for, or by reason of or on account of the passage of this ordinance, or for or by reason of or on account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within ten (10) days from the date of its passage said Montgomery Ward & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance, and a bond as herein provided.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2139 of the current printed Council Proceedings, granting permission to Henry Burkhardt & Sons to construct six coal holes in the sidewalk space in front of the northwest corner of 18th street and Jefferson street, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2141 of the current printed Council Proceedings, granting permission to George Hock to construct a trap door with an iron cover for the same in the sidewalk space in front of 1397 West North avenue, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfuly submitted,

E. F. DUNNE,
Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2142 of the current printed Council Proceedings, granting permission to Louis Malowsky to construct three coal hole openings with iron covers in the sidewalk space in front of 605 Milwaukee avenue, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfuly submitted,

E. F. DUNNE, *Mayor.*

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2143 of the curent printed Council Proceedings, granting permission to Harry Mayer to construct a coal hole opening with an iron cover for the same in the sidewalk space in front of 6354 South Halsted street, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfuly submitted,

E. F. DUNNE,
Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2144 of the current printed Council Proceedings, granting permission to Charles O'Donnell to construct a coal hole with an iron cover in the sidewalk space in front of 7036 Cottage Grove avenue, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Depart-

ment published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfully submitted,

E. F. DUNNE,

Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2145 of the current printed Council Proceedings, granting permission to John Sabus to construct a hole for a trap door with an iron cover in the sidewalk space in front of 1280 West North avenue, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfully submitted,

E. F. DUNNE,

Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body ,and published at page 2147 of the current printed Council Proceedings, granting permission to Conrad Vockeroth to construct two coal holes with iron covers in the sidewalk space in front of 2710 Wallace street, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfully submitted,

E. F. DUNNE,

Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2148 of the current printed Council Proceedings, granting permission to Albert

Fuchs to construct a coal hole with an iron cover in the sidewalk space in front of 2071 Clarendon avenue, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Snow moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Snow moved that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 3, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2149 of the current printed Council Proceedings, granting permission to Mrs. M. M. Hubbard to construct two iron trap doors with iron covers in the sidewalk space in front of the premises at 2169-77 Milwaukee avenue, for the reason that special ordinances are unnecessary to convey privileges of this character, since the whole subject is covered by a general ordinance, as pointed out in an opinion of the Law Department published in the Council Proceedings of October 15, 1906, at page 1478.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Snow moved to reconsider the vote by which the ordinace referred to in the veto message of His Honr, the Mayor, was passed.

The motion prevailed.

Ald. Snow mover that the ordinance be passed, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

To the Honorable, the City Council:

MAYOR'S OFFICE,
December 3, 1906.

*To the Honorable, the City Council*s

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2150 of the current printed Council Proceedings, amending Section 3 of an ordinance granting permission to Central Trading Company to construct a bridge or covered passageway across the alley between State street and Wabash avenue, passed May 21, 1901, by making the compensation exacted for the privileges granted payable in advance in quarterly installments instead of annually, for the reason that in my judgment ordinances of this character should be uniform and require the payment of compensation annually.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Later, the Mayor asked leave to withdraw the veto which leave was granted.

In connection with the foregoing, Ald. Foreman moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, (now withdrawn), was passed.

The motion prevailed.

Ald. Foreman moved that the ordinance be amended in accordance with the suggestion contained in the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Foreman moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 3 of the certain ordinance, entitled, "An ordinance granting permission to the Central Trading Company to construct and maintain a bridge or covered passageway and connected canopies across the alley between State street and Wabash avenue," passed May 21, 1901, be and the same is herebe amended by striking out the first eight lines of said section and the first word of the ninth line, and inserting in lieu thereof the following:

"That said Central Trading Company and its assigns shall pay to the City of Chicago, until these privileges are revoked seventeen hundred seven and ninety-two one-hundredths ($1,707.92) dollars per annum, payable annually in advance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter; and it is expressly understood and agreed that if any default is made in the payment of any installment, the privileges hereby granted shall at once terminate."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last preceding meeting of the Council:

Acceptance and bond, Best Brewing Co., ordinance of October 29, 1906; acceptance and bond, Henry Hafer, ordinance of November 26, 1906; acceptance and bond, Bauman Loan Co., ordinance October 29, November 26, 1906; acceptance and bond, Stair & Middleton, ordinance October 29, 1906, three canopies; acceptance and bond, Peter Schuttler Co., ordinance November 12, 1906.

Which was placed on file.

ALSO,

A report of the failure on the part of Coyne Bros. to file aceptance and bond under ordinance of October 29, 1906, for an ornamental clock,

Which was placed on file.

ALSO,

The claim of Edward Safranek for refund of drug store license fee, and the claim of Anton Kacin for redemption of certain special assessment bonds, which were

Referred to the Committee on Finance.

CITY COLLECTOR.

The City Collector presented a report containing a list of societies to whom "bar permits" were issued under the ordinance of June 11, 1906, since the last regular meeting of the Council.

Which was placed on file.

COMMISSIONER OF PUBLIC WORKS.

The Commisioner of Public Works pre-

sented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 3, 1906.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In East Ravenswood Park, from Irving Park boulevard northward 300 feet; size, 8 inches; probable cost, including hydrants and basins, $450.00; pays 10 cents.

In Robey street, from Summerdale avenue southward 125 feet; size 8 inch; probable cost, including hydrants and basins, $187.50; pays 10 cents.

In Millard avenue, from 33 feet north of 32d street to 32d street; size, 6 inch; probable cost, including hydrants and basins, $40.00; pays 18 cents.

In Spaulding avenue, from Madison street southward 228 feet; size, 8 inch; probable cost, including hydrants and basins, $342.00; pays 10 cents.

Respectfully,

WM. L. O'CONNELL,

Commissioner of Public Works.

Ald. Wendling moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

ALSO,

The following communication, which was ordered published and referred to the Committee on Finance:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 3, 1906.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In compliance with the order of your Honorable Body I beg to report on the amount of water used by the various park systems within the City of Chicago, as follows:

Jackson and Washington Parks and the various small parks which are located between 51st and 67th streets and Wentworth and Western avenue, 5,957,288 gallons daily. This at meter rates amounts to about $90,000.00 yearly.

West and North Side parks 532,500 gallons daily. At meter rates this amounts to about $11,000 yearly.

If the city were to receive pay for this amount of water it would increase its revenues by $100,000.

Inasmuch as the park systems receive their pro rata shares of the general taxation for the purpose of maintaining the parks and as the pumping of this amount of water costs the city a considerable sum I do not think it equitable to the city that these parks should be exempted from the payment of water rates. I further believe that if the park system were required to pay for the amount of water used they would more carefully guard the use of same and not permit its waste, as the cost would appear in their annual reports as important items of expense and they would naturally economize as much as possible.

This question becomes an extremely import one in the summer time when it is so hard for the city to supply the residents in the vicinity of these parks with sufficient water on account of the needless waste of the same by these park systems.

Very respectfully,

WM. L. O'CONNELL,

Commissioner of Public Works.

ALSO,

The following communications, which were placed on file:

DEPARTMENT OF PUBLIC WORKS,
December 3, 1906.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—Relative to the order of

your Honorable Body of November 19, that the Commissioner of Public Works report by what authority, if any, the gas companies erect gas lamps in the streets of the city and collect from private individuals for the maintenance of the same, I beg to report that some gas lamps were erected without permission. The work, however, has been stopped and the companies notified that in future an order of the City Council will be necessary to permit construction of this kind.

Very truly yours,

WM. L. O'CONNELL,

Commisioner.

DEPARTMENT OF PUBLIC WORKS,
December 3, 1906.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In compliance with the order of your Honorable Body of October 29th, I notified the Chicago, Rock Island and Pacific Railway Company to maintain a flagman at the intersection of West 103d street and said company's suburban line, and beg to state that I am in receipt of a communication from said company that arrangements have been made to comply with your order.

Very respectfully,

WM. L. O'CONNELL,

Commissioner.

CITY COMPTROLLER.

The City Comptroller presented a statement showing the financial condition of the city on October 1, 1906, together with the revenue and expense for the period commencing October 1, and ending October 31, 1906,

Which was placed on file.

ALSO,

The following communication transmitting bids for interest on city funds deposited in banks:

DEPARTMENT OF FINANCE,
CHICAGO, December 3, 1906.

To the Honorable, the Mayor and Aldermen in City Council Assembled:

GENTLEMEN—Pursuant to a public advertisement, dated November 21, 1906, inviting proposals for interest on the city funds December 1st I have received the following proposals:

	Open Account.	Int. Bid Time.
National Banks:		
Bankers'	2.05	....
Commercial	2.00	....
Continental	2.50	....
Drovers' Deposit	2.00	....
Federal	2.50	....
First Englewood	3.00	....
First	2.00	....
Fort Dearborn	2.00	3.00
Hamilton	2.50	3.00
Republic	2.00	3.00
Oakland	*3.00	....
State Banks:		
American Trust	2.00	3.00
Central Trust	2.50	....
Chicago Savings	2.75	....
Colonial Trust	2.50	....
Drovers' Trust	....	c3.00
Foreman Bros	2.00	b3.00
First Trust	2.50	a3.00
Hibernian	2.00	c3.00
Metropolitan	2.00	b3.00
North Avenue	2.50	....
Northwestern	2.50	....
State, Chicago	2.50	....
Union of Chicago	2.50	....
Union Stock Yards State Bank of Chgo.	2.00	c3.00
Western Trust	2.50	....

* Limited to $100,000. *a* Thirty days' notice requested. *b* Three months' notice requested. *c* Six months' notice requested. Which are herewith transmitted for your consideration.

Very respectfully,

L. E. MCGANN,

Comptroller.

Ald. Bennett moved to refer the com-

munication and accompanying papers to the Committee on Finance.

The motion prevailed.

CORPORATION COUNSEL.

The Corporation Counsel submitted the following communication and ordinance, which were ordered published and referred to the Committee on License:

OFFICE OF THE CORPORATION COUNSEL,
December 3, 1906.

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—Complying with an order passed by your Honorable Body on November 26, 1906, and appearing on page 2096 of Council Proceedings of that date, I have prepared an ordinance providing for the licensing of all vehicles drawn by one or more horses, used in the public streets of Chicago, and transmit said ordinance herewith.

Yours respectfully,

LEON HORNSTEIN,
Assistant Corporation Counsel.

AN ORDINANCE

Providing for the licensing of all vehicles drawn by horses used in the public streets.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall be unlawful for any person or corporation to use or cause to be used in the public streets of the city any vehicle drawn by one or more horses, without obtaining a license therefor as provided for in Section 2 hereof; provided that this ordinance shall not apply to vehicles which are licensed as public vehicles under the general ordinances of the City of Chicago.

SECTION 2. The owner or owners of any such vehicle drawn by one or more horses, which is to be used in the public streets of the city, shall make application to the Board of Inspectors of Public Vehicles, in writing, on a blank to be furnished for that purpose, for a license for same, setting forth in such application the name of such owner or owners and a description of the vehicle for which it is desired to secure a license. If the said vehicle is found to conform to the ordinances of the City of Chicago, such application, with the approval thereon of the said board, shall be transmitted to the Mayor, who shall thereupon issue or cause to be issued a license for such vehicle upon the payment by such applicant of the fee hereinafter provided for. Such license fee shall be paid to the City Collector, and upon the payment thereof the license shall issue authorizing the use of such vehicle on the public streets of the city until the expiration of such license. All licenses issued hereunder shall be numbered consecutively; provided that upon the renewal thereof, the same number may be retained by the licensee of such vehicle.

SECTION 3. The license fee for all vehicles drawn by one horse shall be one dollar ($1.00) per annum, and the license fee for all vehicles drawn by two or more horses shall be three dollars ($3.00) per annum. Every license issued hereunder shall expire on the last day of April next following its issuance, and no license shall be granted except upon payment of the full annual license fee.

SECTION 4. The word "horse" as used in this ordinance shall be held to include any animal used for the purpose of drawing vehicles.

SECTION 5. Every vehicle licensed under the provisions of this ordinance shall have the number of its license plainly painted or otherwise placed on same in figures at least one and one-half inches in length in a conspicuous place on the outside of each side of such vehicle, and such number shall be kept so painted or otherwise placed thereon plainly and distinctly at all times while such vehicle is in use during the continuance of such license. Upon the expiration of such li-

cense, unless same is forthwith renewed, such number shall at once be erased or removed from such vehicle and such vehicle shall not thereafter be used with such number thereon.

SECTION 6. Every person or corporation using or operating, or in charge, possession or control of any vehicle drawn by one or more horses, used on the public streets of the city, which has not been licensed in accordance with the provisions of this ordinance, or failing or refusing to comply with the provisions of this ordinance, shall be fined not less than five dollars ($5.00) nor more than one hundred dollars ($100.00) for each offense; and each and every day on which any such person or corporation shall so use or operate any such vehicle, without having obtained a license therefor after the first offense, shall constitute a separate and distinct offense.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and due publication.

ALSO,

The following opinions, which were ordered published and placed on file:

LAW DEPARTMENT,
December 3, 1906.

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—At the last regular meeting of your Honorable Body you passed an order which is published at page 2093 of the current printed Council Proceedings, reciting that the South Side Elevated Railroad Company has been frequently requested by aldermen and citizens to light the streets at street intersections beneath its structure by electricity, and that such requests have been ignored.

This order directs the Corporation Counsel to furnish an opinion as to the right of the City, under its police powers, to compel the South Side Elevated Railroad Company to light the street intersections beneath its structure, and to suggest to the Council the proper method of enforcing such right if it exists, etc.

Section 1997 of the Revised Municipal Code of Chicago of 1905 reads as follows:

"Any person or corporation owning or operating any steam, elevated or street railway, whose track or tracks cross or intersect at above or below grade any of the streets within the city shall and they are hereby required to provide, at their own expense, proper and sufficient lights and care for same at all such crossings or intersections. Such light shall be of such kind as may be approved by the Commissioner of Public Works."

Section 1998 of the Code provides that any person or corporation violating the foregoing section shall be fined not less than $10.00 nor more than $100.00 for each offense, and that each day during which any crossing or intersection is permitted to remain without light after the first conviction shall constitute a separate and distinct offense.

This legislation, it seems to me, is of the same general character as statutes or ordinances requiring the construction of approaches, embankments, cattle guards, bridges or gates, and is authorized under the police power of the city. Such legislation, it seems to me, is particularly reasonable in the case of an elevated railroad because where an elevated railroad structure crosses a street it has the effect of making the street below it much darker than the remainder of the street. The elevated railroad companies then, themselves, are, at least, in part the cause of the darkness of streets below their structures.

In the City of Chicago v. Chicago Union Traction Company, 199 Ill. 259, the court passed upon an ordinance of this city which repuired a street railroad company to clean between its rails all streets occupied by the company, and which imposed a penalty for violation of the ordinance, and it appears that owing to the presence of the tracks, the street, instead

of sloping from the center, had a flat crown 16 feet in width, and that the rails retained dirt in the center of the streets, and that owing to such conditions it was more difficult and expensive to clean the streets. The ordinance was upheld and it was denied that it cast a public burden upon the street railroad company.

It is well known that the darkened places between elevated railroad structures have been frequently used by thugs as hiding places while laying in wait for citizens passing along the street.

It may be that Section 1997 is not sufficiently specific to render its provisions enforcible in mandamus proceedings, but I believe that the section is valid, and that the penalty imposed in the succeeding section may be enforced. I would suggest that prosecutions for violations of the ordinance furnish the most efficacious means for compelling the companies to install lights at street intersections. I do not believe that because the Commissioner of Public Works is entrusted with the power to select the kind of light to be used the ordinance is invalid.

Spiegler, et al. v. City of Chicago, 216 Ill. 114.

Very truly yours,

MACLAY HOYNE,

Assistant Corporation Counsel.

OFFICE OF THE CORPORATION COUNSEL,
December 1, 1906.

To the Honorable, the City Council:

GENTLEMEN—At the last regular meeting of your Honorable Body an order was passed directing the city law department to determine immediately:

First. "What ordinance against extortion the Chicago Telephone Company is guilty of violating and disregarding by charging people in certain sections of Chicago, within the city limits, an extra five-cent toll for telephone calls, over and above the usual and legal charge, and what is the penalty for such extortion?"

Second. "Also, what power has the city law department to protect citizens from such rate discrimination and extortion and how can it most speedily and effectively stop such extortions and discriminations?"

Third. The order further provides that the city law department shall "at once take proper legal steps to secure to the whole pepole of Chicago equality in the use of the common carrier known as the telephone and respect and obedience to the law and justice by the said Chicago Telephone Company."

The above matter having been assigned to me by the Corporation Counsel, I now address myself to the three propositions involved in the order of your Honorable Body.

First. There is no ordinance in the City of Chicago imposing any penalty upon the Chicago Telephone Company either for exceeding the rates prescribed by city ordinances or for charging extortionate or unusual rates. November 27, 1903, I furnished to your Judiciary Committee an opinion, which was approved by former Corporation Counsel Tolman (Opinions of Corporation Counsel, 1905, page 625), pointing out that the City Council might enact an ordinance prohibiting telephone companies from charging in excess of the rates fixed by city ordinance and providing penalties for violations of such ordinance. I quote the following extract from that opinion:

> "Under such an ordinance the continued collections of tolls could be checked, if, . . . the levying of tolls is in contravention of the ordinance of 1889. And an ordinance framed along these lines would not violate the contract with the company (the ordinance of 1889)."

The company referred to in the foregoing quotation is the Chicago Telephone Company, and the ordinance of 1889 mentioned is the ordinance granting to the Chicago Telephone Company its rights in Chicago. This ordinance of January 4,

1889, under which the Chicago Telephone Company is now operating in the city, prohibits the telephone company from exceeding the charges for furnishing service then established and requires the company to file a schedule showing what those rates were at the time of the passage of the ordinance. In the schedule filed by the Chicago Telephone Company with the City Clerk, in compliance with the ordinance of 1889, it is shown that the company was charging at that time, within the central part of the city, $125.00 for business telephones, $100.00 for residence telephones and $150.00 for public telephones, all of these charges being for unlimited service within the said district, which was bounded by blue lines upon a map of the City of Chicago attached to the schedule of rates. The schedule also states that for telephones located outside of this "blue line district" the company charged, annually, in addition to the foregoing rates, $25.00 for each mile or fraction of a mile.

The ordinance of January 4, 1889, contains nothing authorizing the imposition of a penalty by way of fine for charging rates in excess of those fixed by ordinance.

The answer, then, to the first question is, that the Chicago Telephone Company, by charging "tolls" for telephonic communication between different parts of the city is violating no ordinance against extortion, but that if tolls are illegal they must be illegal by reason of something contained in the ordinance of January 4, 1889; and this brings us to the second point.

Second. I have before referred to the opinion furnished to your Judiciary Committee November 27, 1903, which considers at length the illegality of tolls and the method of securing their speedy abolition, and to that opinion I refer for a more complete answer to your resolution than I can set forth in the present space. I might briefly summarize the conclusions therein reached as follows:

(a) It is clear that a subscriber who is paying the maximum rates the Chicago Telephone Company is authorized to exact cannot be made to pay, in addition, tolls for communicating with any other subscriber of the company who is located within the city limits, whether the extra charge is imposed under the guise of a toll or any other form. The position taken in 1903 has been fully sustained by our Supreme Court in the case of *People ex rel. v. Chicago Telephone Company*, 220 Ill. 238.

(b) While conceding it is somewhat doubtful, it was also insisted that the telephone company could not impose their so-called toll charges upon any subscriber within the city limits for communicating with another subscriber who was also located within the city limits, whether said subscribers were or were not paying the maximum rates which the company might collect under the ordinance, for the reason that the ordinance of January 4, 1889, contemplated a single comprehensive telephone system, while toll charges are imposed upon the theory that the company was operating a number of distinct systems. I also quote the following from the opinion of November 27, 1903, which points out how a telephone company may be prevented from charging tolls by the interposition of the city:

> "The city may file a bill to enjoin the telephone company from violating the conditions of the ordinance of 1889 as to prices for telephone service on behalf of the inhabitants of the city, upon the ground that it is trustee for the public under the ordinance, and as a matter of public expediency, because such a bill would obviate a multiplicity of suits by individual patrons of the telephone company."

In the quo warranto proceedings brought by the State's Attorney against the Chicago Telephone Company, at the instance of the City of Chicago, a forfeiture of the Company's charter and of its city ordinance was sought, not only upon

the ground that it had exceeded the annual charges prescribed by the city ordinance but also upon the ground that it had insisted in charging tolls, which charges were illegal.

In the Supreme Court more than one-half of the briefs filed on the part of both parties were taken up with the discussion of the "toll" question, but the Supreme Court in its opinion in the 220th Ill. makes no reference whatever to this point.

After the reversal by the Supreme Court of the judgment of Judge Mack in these quo warranto proceedings the case was redocketed in the Circuit Court and leave obtained by counsel for the Chicago Telephone Company to file amended and additional pleas. Pursuant to this leave, such pleas, covering one hundred and six printed pages, have been filed, and as the result of a number of conferences between the Mayor, members of the law department and the officials of the Chicago Telephone Company, the company, following the decision of the Supreme Court, paid into the city treasury $280,000.00 on account of back compensation due the city, and has agreed to pay to its subscribers, in cash, $400,000.00 for excessive rates collected by the company and has cancelled bonds representing many hundreds of thousands of dollars given to secure the payment of such excessive rates. The company also agreed that hereafter it would make no charge in excess of $125.00 for its improved service, and would not enforce the collection of toll charges from any subscriber who was paying the maximum rate fixed by the city ordinance.

The labor imposed upon the law department by this litigation in the past was very great, and it has been felt, in view of the present negotiations before your Committee on Gas, Oil and Electric Light for a new telephone license that if there was any reasonable chance for a final settlement of the telephone question, this department might well delay the prosecution of the pending litigation until ordered to continue it by your Honorable Body, or notify that, so far as the Chicago Telephone Company was concerned, all negotiations were at an end.

The question, then, is whether by the order passed at your last meeting it was the desire of your Honorable Body that the present case be prosecuted at once, and such prosecution be confined to the lines of the opinion of the Supreme Court, or whether it was the desire of the City Council that the law department, in addition to immediately prosecuting the pending case, should file a bill for an injunction against the Chicago Telephone Company to restrain it from charging tolls within the city limits to any of its subscribers.

Third. The third point involved in your order has already been more or less considered under the foregoing head, but I might supplement what has been said by saying that if the Chicago Telephone Company has kept its agreement with the city, it is at the present time charging no tolls to any subscriber who is paying, by way of an annual charge, the maximum rate fixed by the ordinance. It should be understood that if the city is successful in preventing the Chicago Telephone Company from imposing any charges in the form of "tolls" to those subscribers who are paying small annual rentals for party line or neighborhood exchange telephones, there is nothing in the present ordinance to prevent the company from raising its annual rentals to those subscribers, so long, of course, as it does not exceed the maximum rates fixed therein..

The law department is ready to proceed with the pending litigation or with any future litigation upon your further command.

Yours very truly,

MACLAY HOYNE,

Assistant Corporation Counsel.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a report and ordinance establishing the grade of sundry streets.

By unanimous consent, the ordinance was put upon its passage and passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance to whom was referred purchase of sites for police stations, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the City Comptroller be and he is hereby authorized to purchase property as follows:

For a site for the Thirty-fifth Precinct Police Station, located on Hamlin avenue, west front, 117 feet south of Ogden avenue, 50 x 125 feet, in a sum not to exceed nineteen hundred ($1,900.00) dollars, subject to general taxes for the year 1906, being Lots 12 and 13, Block 4, Willard & Decker's Addition to Chicago, Section 23, 39, 14.

For a site for police station, property known as 4938 and 4940 State street, being 60 x 100 feet, for a sum not to exceed five thousand ($5,000.00) dollars, subject to general taxes for the year 1906.

Ordered, That the City Comptroller be and he is hereby authorized to purchase a site for police station at the southwest corner of Fillmore street and 40th avenue, being 100x 125 feet, at a price not to exceed five thousand ($5,000.00) dollars.

This action is taken upon the several recommendations of the City Real Estate Agent and the General Superintendent of Police attached hereto.

FRANK I. BENNETT,
Chairman.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, November 28, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Judiciary to whom was referred a communication in re exemption of manufacturers of scourene, soap powder, etc., from the payment of soap manufacturers' license, having had the same under advisement, beg leave to report and recommend the passage of an accompanying ordinance:

AN ORDINANCE

To amend Section 2187 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2187 of Revised Municipal Code of Chicago of 1905

be amended by adding at the end thereof the following:

The term "soap" shall include scourene, soap powder, liquid soap or any chemical compound in domestic use for washing and cleansing made by the union of certain fatty acids with a salifiable base.

SECTION 2. This ordinance shall take effect and be in force from and after the date of its passage.

WILLIAM E. DEVER,
Chairman.

SCHOOLS.

The Committee on Schools submitted the following report, which was, on motion of Ald. Zimmer, deferred and ordered published:

CHICAGO, November 28, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Schools to whom was referred a request of the Board of Education to credit to unappropriated building account sundry unexpended appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to credit to the unappropriated building account of the Board of Education, the unexpended amounts heretofore appropriated for the following named schools;

Burns	$ 35.25
Coonley	10,205.35
Drake	81.18
Fernwood	43.82
Paul Revere	919.50
Felsenthal	45.75
Pestalozzi	845.99
Libby	6,539.28
Kinzie	1,520.67
Linne	6.19
Normal Practice	3,250.58
Oakland	3,556.29
Morse	39.03
Pickard	133.72
Shields	1,357.85
Von Humboldt	146.34
Plamondon	2,950.23
Stowe	13,135.78
Fiske	5,558.65
Crane	31.86
Smyth	178.24
Normal	42.69
Cooper	841.00
McKinley High	1.48
Earle	41.11
Altgeld	276.40
Portable	8,790.12
Harvard	4,851.81
Hamilton	13,520.61

MICHAEL ZIMMER, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Zimmer, deferred and ordered published:

CHICAGO, November 28, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Schools to whom was referred a request of the Board of Education to acquire property adjoining the Newberry School, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the proper officers of the Board of Education be and they are hereby authorized to acquire title under the eminent domain law for the use of schools, to the following described property:

A strip of ground having a frontage of 25 feet on Orchard street and 25 feet on Burling street, north of and adjoining the east 200 feet of Lot 17, and the south 49.5 feet of Lot 18, north of and adjoining the Newberry School premises, together with all buildings and improvements thereon.

MICHAEL ZIMMER, *Chairman.*

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance vacating alley in Block 57, in J. A. Yale's Re-Subdivision, Elston's Addition, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the alley in Block fifty-seven (57) in J. A. Yale's resubdivision of Blocks thirty-eight (38), thirty-nine (39), forty (40), forty-two (42), forty-three (43), forty-four (44), forty-five (45), fifty-seven (57), fifty-eight (58), fifty-nine (59), sixty (60), sixty-one (61) and seventy-two (72) in Elston's Addition to Chicago in Cook County, Illinois, as shown upon the map of Elston's Addition, recorded in the Recorder's Office of Cook County, Illinois, on May 11th, 1855, in Book 85 of Maps, page 121, and as shown upon the map of said J. A. Yale's Resubdivision, recorded in the Recorder's Office at Cook County, Illinois, on June 24th, 1871, Book 173 of Maps, page 53, as shown on the plats exhibits "A" and "B" attached hereto and marked "To be vacated," which plats are hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance John A. Johnson and Adolph A. Carlson, the owners of the land abutting upon the alley hereby vacated, who may derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of twenty-two hundred and seven and ten one-hundredths dollars ($2,207.10), and further that said John A. Johnson and Adolph A. Carlson shall also within thirty (30) days after the passage of this ordinance file for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing said vacation.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of the preceding section.

JOHN H. SULLIVAN,
Chairman.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

The Committee on Streets and Alleys, South Division, to whom was referred ordinance granting C. P. Zacher switch track, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to C. P. Zacher, his heirs, executors or assigns, to lay down, con-

struct, maintain and operate one single railroad switch track connecting with the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company at a point about one hundred and ten (110) feet west of the west line of South Elizabeth street, thence running in a northeasterly direction across South Elizabeth street and into and across the south line of Lot two hundred and eighty-seven (287), Center avenue addition, in the northwest one-quarter (N. W. ¼) of Section seventeen (17), Township thirty-eight (38), Range fourteen (14); thence in an easterly direction across the sixteen (16) foot public alley running north and south between Lots two hundred and eighty-seven (287) and three hundred and fifty-four (354) of the said Center avenue addition and into the said Lot three hundred and fifty-four (354), Center avenue addition, northwest one-quarter (N. W. ¼), Section seventeen (17), Township thirty-eight (38), Range fourteen (14), as shown on the blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

Section 2. The permission and authority herein granted are upon the express condition that said C. P. Zacher, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Elizabeth street and said alley as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

Section 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

Section 4. During the life of this ordinance the grantee herein shall keep such portion of said Elizabeth street and said alley as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street and said alley so occupied by said switch track to a condition similar to the remaining portion of said street and said alley in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street and said

alley in such manner as the Commissioner of Public Works shall direct, then the said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street and said alley so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted, said C. P. Zacher shall pay to the City of Chicago the sum of eighty-four ($84.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his executors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said C. P. Zacher shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as hereinbefore provided.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting James Barsaloux permission and authority to maintain scale, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to James Barsaloux to erect, maintain and operate a scale in the roadway on the west side of Washington avenue about fifty (50) feet south of Sixty-third street, adjoining the building known as No. 272 East Sixty-third street; the location and construction of said scale to be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the privileges herein granted, the scale herein authorized shall be removed by said grantee, unless this ordinance shall be renewed, and if said scale is so removed the street where the same shall have been located shall be restored to its proper condition and to the satisfaction of the

Commissioner of Public Works, so that the said portion of said street shall be safe for public travel and in the same condition as the remaining portion of said street in the same block, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said street or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or incumber more of said street than shall be necessary to enable him to proceed with advantage in constructing said scale.

Should said scale interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein shall remove said scale or change the location thereof, as directed by the Commissioner of Public Works, at his own expense and without any expense whatsoever to the City of Chicago.

SECTION 4. The grantee herein, or his heirs and assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his heirs or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall be issued until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, the said City of Chicago, or which it may be put to or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. During the life of this ordinance, the grantee herein, his heirs and assigns, shall at all times keep the surface of the street around said scale and contiguous thereto in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file his written acceptance and the bond as hereinabove provided for within thirty (30) days from the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance vacating alley in Ja-

cob's Subdivision, Block 1 of Norton's Subdivision, having had the same under advisement, beg leave to report and recommend the passage of the ordinance without compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the sixteen (16) foot alley extending from Seventy-first street to Cottage Grove avenue in J. M. Reddy's re-subdivision of Block one (1) of W. V. Jacobs' Subdivision of Block one (1) of Norton's Subdivision of the northeast quarter of the northeast quarter of Section twenty-seven (27), Township 38 north, Range fourteen (14) east of the Third Principal Meridian, be and the same is hereby vacated; provided, however, that this ordinance shall not take effect unless the parties owning the property adjoining said alley shall within sixty (60) days after the passage of this ordinance, file in the office of the Recorder of Deeds of Cook County, Illinois, a certified copy of this ordinance together with the plat showing said J. M. Reddy's Subdivision, and also file with the City Clerk a waiver and release of all and every claim of damage caused or supposed to be caused by the elevation of the railway tracks adjoining said alley.

SECTION 2. This ordinance shall be in full force and effect upon the filing of the plat and the release hereinabove mentioned.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, granting permission to Illinois Central Railroad Company to maintain pipe across Indiana avenue, having had the same under advisement, bge leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Illinois Central Railroad Company, a corporation, to install, construct, maintain and operate one (1) 1 1-2 inch steam pipe across Indiana avenue at a point seventy-five (75) feet south of the south line of Twelfth street between the stone retaining wall on the west side of the right-of-way of said company and said company's repair shop, located on the west side of Indiana avenue and directly opposite said right-of-way wall, said pipe to run directly east and west between starting and terminating points, said pipe to carry five (5) pounds steam pressure and to be placed in a three (3) inch casing and to be three (3) feet below the street level, as shown on blue print attached, which for greater certainty is made a part of this ordinance. Said pipe shall be constructed and maintained to the satisfaction and approval of the Commissioner of Public Works of the City of Chicago.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto upon the revocation of such permission and authority by the Mayor at his discretion, provided further that this ordinance shall be subject to amendment, modification or repeal at any time after the passage thereof.

SECTION 3. This ordinance shall not go into effect until the said grantee shall execute and deliver to the City of Chicago a written acceptance of the same and also a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, conditioned upon the ob-

servance and faithful performance of all and singular the conditions and provisions of this ordinance, and further conditioned to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense and liability of any kind whatsoever, which may be suffered by said City of Chicago, or which may accrue against, be charged to or recovered from said City of Chicago by reason of the passage of this ordinance, or by reason of any act or thing done by said grantee herein by virtue of the authority herein granted.

Said bond and the liability thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. No work of installing or constructing said pipe shall be done under the authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said Illinois Central Railroad Company, its successors or assigns, shall pay to the City of Chicago the sum of twenty-five ($25.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Illinois Central Railway Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and the bond as hereinbefore provided.

ERNEST BIHL,
Chairman.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance, granting C. & N. W. Ry. Co. passenger station and permission to elevate tracks, having had the same under advisement, beg leave to report and recommend the passage of the ordinance as amended, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Granting to the Chicago & North-Western Railway Company, its successors and assigns, the right to construct, maintain and operate a railway passenger station between West Lake, Canal, West Madison and Clinton Streets, and the right also to construct, maintain and operate certain new elevated tracks in the ordinance described.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. Paragraph 1. Permission and authority are hereby granted to the Chicago & North-Western Railway Company, its successors and assigns, to construct, maintain and operate a railway passenger station located as may be found by said Railway Company, or its successors or assigns, proper and convenient within the exterior boundaries of West Lake street, Canal street, West

Madison street and Clinton street; including all tracks, buildings and structures of every kind essential or convenient for such station. Said tracks, buildings and other structures shall be constructed and maintained in accordance with such particular requirements as are hereinafter set forth.

Paragraph 2. Permission and authority are hereby granted also to said Chicago & North-Western Railway Company, its successors and assigns, to construct, maintain and operate adjoining railway tracks, not more than four in number, upon the following lines or routes:—Said tracks shall start from a point in the existing right of way of the said company between North May street and Elston avenue, or from a starting point farther northerly in said existing right of way, from which such tracks may be constructed at a suitable grade upon the existing subway bridges of said company without reduction, either in height or width, of the clear passageway now afforded in the streets so bridged. In case such tracks are started northerly of a point about 30 feet west of the west line of North May street, their alignment to that point shall lie within the existing right of way of said company. From said point about 30 feet west of the west line of North May street the alignment of the western-most of said tracks shall be as follows:—Southeasterly in a straight line for a distance of about 500 feet to a point near the west line of North Carpenter street near its intersection with Cornell street; thence southeasterly by a curve to the right for a distance of about 865 feet to a point about 120 feet west of the west line of Lessing street; thence southeasterly in a straight line for a distance of about 2,640 feet to a point about on the south line of Grand avenue and about 80 feet east of the east line of North Union street; thence southeasterly by a curved line to the left for a distance of about 600 feet to a point in Austin avenue about midway between North Des Plaines street and North Jefferson street; thence southeasterly in a straight line for a distance of about 250 feet to a point near the east line of North Jefferson street; thence southeasterly by a curve to the right for a distance of about 970 feet to a point in or near the south line of Carroll avenue, between North Clinton and Canal streets. The alignment of the other three tracks authorized in this paragraph shall be substantially parallel to that of the westernmost track, just described; except that the easternmost of such other three tracks, when constructed, shall terminate at a point north of West Kinzie street, and may there be connected, if it is so desired, with any of the other tracks authorized in this paragraph.

Paragraph 3. Permission and authority are hereby granted also to said Chicago & North-Western Railway Company, its successors and assigns, to construct, maintain and operate adjoining railway tracks, not more than four in number, upon the following lines or routes:—Said tracks shall start from a point in the existing right of way of said company between North Ada street and North Ashland avenue, or from a point in the existing right of way of said company westerly of North Ashland avenue, from which such tracks may be constructed at a suitable grade upon the existing subway bridges of said company without reduction, either in height or width, of the clear passageway now afforded in the streets so bridged. In case such tracks are started westerly of a point about 800 feet east of the east line of North Ashland avenue, their alignment to that point shall lie within the existing right of way of said company. From said point about 800 feet east of the east line of North Ashland avenue the alignment of the northernmost of said tracks shall be as follows:—Northeasterly by a curved line to the left for a distance of about 700 feet to a point about 75 feet north of the north line of Kinzie street about midway be-

tween North Ada street and Noble street; thence northeasterly in a straight line for a distance of about 290 feet to a point about 56 feet east of the east line of North Ada street and about 175 feet north of Kinzie street; thence easterly by a curved line to the right for a distance of about 700 feet to a point about 165 feet west of the west line of North Center avenue, near and south of the south line of Austin avenue; thence easterly in a straight line substantially parallel with the south line of Austin avenue for a distance of about 3,908 feet to a point about 135 feet east of the east line of North Des Plaines street; thence southeasterly by a convenient curve to the right for a distance of about 260 feet to near the east line of North Jefferson street; thence on a line substantially parallel with the alignment of the westernmost of the tracks described in the last preceding paragraph for a distance of about 965 feet to a point in or near the south line of Carroll avenue, between North Clinton and Canal streets. The alignment of the other three tracks authorized in this paragraph shall be substantially parallel to that of the northernmost track, just described; except that the southernmost of such other three tracks, when constructed, shall terminate at a point short of the last crossing of West Kinzie street by the other tracks, and may there be connected, if it is so desired, with any of the other tracks authorized in this paragraph.

Paragraph 4. Permission and authority are hereby granted also to the Chicago & North-Western Railway Company, its successors and assigns, to extend the six tracks described in Paragraphs 2 and 3, which run to Carroll avenue, from their above indicated termination to and into said railway passenger station, above authorized, and to construct, maintain and operate also other railway tracks leading into said passenger station on suitable and convenient lines from points of connection with said first mentioned tracks south of Carroll avenue, and to construct, maintain and operate also convenient connecting or cross-over tracks between the tracks south of Carroll avenue which are authorized in this paragraph; except that the number of tracks other than the suitable and intermediate cross-over or connecting tracks shall not exceed six over Fulton street and Milwaukee avenue, or ten over West Lake street, or eighteen over West Randolph street or West Washington street.

Paragraph 5. The grades of the tracks authorized in Paragraph 2 shall be substantially as follows:—Beginning on the existing elevated roadbed of said Chicago & North-Western Railway Company, the tracks shall ascend from their starting point by convenient and practical grade to the west line of Lessing street, where an elevation of not less than 34 feet above city datum shall be attained; thence the grade shall be approximately level for a distance of about 196 feet to about the south line of West Chicago avenue; thence there shall be a descending grade of about one-tenth of one per cent for a distance of about 1,125 feet, to an elevation of not less than 33 feet above city datum; thence the grade shall be about level for a distance of about 79 feet; thence there shall be an ascending grade of about eight one-hundredths of one per cent for a distance of about 1,655 feet to about the north line of Austin avenue, where the elevation of said tracks shall be not less than 34 feet above city datum; thence the grade shall be level for a distance of about 315 feet to about the east line of North Jefferson street; thence there shall be a descending grade of about eleven one-hundredths of one per cent for a distance of about 970 feet to a point in or near the south line of Carroll avenue, where there shall be an elevation of not less than 33 feet above city datum. The grade of the fourth, or easternmost, track authorized in Paragraph 2 and required not to extend beyond West Kinzie street may be modified so far as may be

necessary to effect a connection of said track with its adjoining tracks.

Paragraph 6. The grade of the tracks authorized in Paragraph 3 shall be substantially as follows:—Beginning on the existing elevated roadbed of the Chicago & North-Western Railway Company, the tracks shall be constructed on a convenient and practical grade to about the east line of Noble street, where an elevation of not less than 31 feet above city datum shall be attained; thence the grade shall be approximately level for a distance of about 1,570 feet; thence there shall be an ascending grade of about four-tenths of one per cent for a distance of about 1,440 feet to about the west line of North Sangamon street, where the elevation shall be not less than 37 feet above city datum; thence the grade shall be approximately level for a distance of about 1,603 feet to a point about 33 feet east of the east line of Milwaukee avenue, where the elevation shall be not less than 37 feet above city datum; thence there shall be a descending grade at the rate of about forty-one one-hundredths of one per cent for a distance of about 705 feet to the east line of North Jefferson street, where the elevation shall be not less than 34 feet above city datum; thence the grade of said tracks shall be substantially the same to about the south line of Carroll avenue, as prescribed in the last paragraph for the adjacent tracks. The grade of the fourth, or southernmost, track authorized in Paragraph 3 and required not to extend beyond West Kinzie street may be modified so far as may be necessary to effect a connection of said track with its adjoining tracks.

Paragraph 7. The grade of the tracks authorized in Paragraph 4 shall be substantially as follows: Beginning at about the south line of Carroll avenue at an elevation of not less than 33 feet above city datum, thence there shall be a descending grade of about 11-100 of 1 per cent for a distance of about 147 feet, where the elevation shall be not less than 33 feet above city datum; thence there shall be a descending grade of about 5-10 of 1 per cent for a distance of about 623 feet to about the north line of West Lake street, where the elevation shall be not less than 29 feet above city datum; thence the grade shall be approximately level for a distance of about 80 feet to about the south line of West Lake street; thence there shall be an ascending grade of about 93-100 of 1 per cent for a distance of about 378 feet to about the north line of West Randolph street, where the elevation shall be not less than 33 feet above city datum; thence there shall be an ascending grade of about 13-100 of 1 per cent for a distance of about 463 feet to about the north line of West Washington street, where the elevation shall be not less than 34 feet above city datum; thence the grade shall be level for a distance of about 474 feet to or near the north line of West Madison street.

Paragraph 8. All elevations of railroad tracks required in this ordinance shall refer to the top of the rail.

Section 2. (1) That all alleys in Blocks twenty-eight (28), forty-five (45) and fifty (50) in the Original Town of Chicago, or in any subdivisions of said blocks or any parts thereof, or in any portion of plats covering parts of said blocks, and all alleys in that portion of Block twenty-three (23) in Original Town of Chicago which lies south of Milwaukee avenue, or in any subdivision of that portion of said block, or in any parts thereof, or in any portions of plats covering the said portion of said Block twenty-three (23), as shown on the blue print attached hereto, which for greater certainty is made a part of this ordinance, be and the same are hereby vacated, inasmuch as said alleys are no longer required for public purposes and the public interest will be subserved by their vacation.

(2) Any water mains, conduits, sew-

ers or other structures now located in said vacated alleys shall be removed from their present location and re-located by the Chicago & North-Western Railway Company at its own expense in position suitable therefor and approved by the Commissioner of Public Works in the streets adjoining the blocks containing such vacated alleys.

(3) The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance the said Chicago & North-Western Railway Company. who may derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of one hundred fifty-seven thousand two hundred seventy-two and 40-100 dollars ($157,272.40), and further that the said Chicago & North-Western Railway Company shall also within thirty (30) days after the passage of this ordinance file for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing said vacation.

Section 3. Not only the tracks hereinbefore authorized and permitted, but the station building, train shed, and other suitable station structures of said Chicago & North-Western Railway Company, its successors or assigns, may be constructed, maintained and operated over bridges or subways hereinafter provided for and required in West Washington street and West Randolph street, for the full length of said streets between Canal street and Clinton street.

Section 4. The elevated tracks permitted by this ordinance may be constructed, except in the streets and alleys where by the other provisions of this ordinance they are required to be upon specifically described structures, either upon suitable metal viaducts, masonry structures or embankments, as may be found desirable in different places. Where an embankment is used, it may be composed of earth, sand, gravel, cinders, slag, broken stone, or other suitable material, whether obtained in the course of excavation of subways or from foundation pits and trenches along the line of work or otherwise. The side slopes and lateral dimensions of such embankment shall be fixed by the natural angle of repose of the materials of which it is constructed; but the embankment may be retained, where that is desired, on any side by a wall of stone, concrete or brick masonry; provided that whenever any such retaining walls are of insufficient height properly to protect the right of way and to prevent trespassing thereon, then such retaining walls shall be surmounted with a suitable fence or railing, and whenever retaining walls are not used the right of way shall be fenced in or otherwise properly enclosed, in compliance with the present ordinances of the City of Chicago relating to fencing of railroad tracks.

Wherever a retaining wall or masonry construction is used for supporting an embankment or track, its footings or foundation courses may be constructed not more than four feet within the limits, and under the surface, of any street or alley adjoining the right of way.

Section 5. The elevated tracks and station structures permitted by this ordinance shall be carried across all intersecting streets, avenues and alleys, which by the terms of this ordinance are required to be bridged or provided with subways, on suitable bridges of one, two, three or four spans, whose superstructures shall consist of iron or steel girders, with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structures upon the street or alley underneath. The said bridges shall be supported upon abutments of concrete, stone or brick masonry or on rows of iron or steel columns, braced together laterally and erected on and anchored to masonry foundations, constructed within the lim-

its of the railroad's right of way and in the center and curb lines of the intersecting avenues and streets, as provided in the Schedule of Bridges and Subways, herein contained; provided that the footings and foundation courses of such abutments or of the masonry foundations for columns at the sides of streets or alleys may be constructed not more than six (6) feet within the limits, and under the surface, of the adjoining street or alley; and provided, farther, that, in order not to interfere with the existing tunnel approach in West Washington street, the bridge over that street may have five spans and may be supported by rows of columns placed immediately inside the curb lines of the street and also along the side lines of the tunnel approach; and provided, farther, that, if it shall be found necessary anywhere to construct retaining or side walls in connection with any street or alley approaches to bridges or subways, then such walls may be constructed within the limits of the street, alley or way upon which such approach is situated, and the abutments or side walls of the bridge or subway itself, reached by such approach, may be correspondingly advanced into the street, so as to be in a continuous straight line with the approach wall; and in any such case the other details and dimensions of the bridge or subway in the Schedule of Bridges and Subways hereafter, may be changed as far as necessary to accord with the location of the retaining or side walls or abutments as aforesaid.

SECTION 6. Paragraph 1. Subways or bridges shall be constructed to carry the tracks authorized in Section 1, Paragraph 2, where said tracks cross North Carpenter street, Front street, North Sangamon street, Lessing street, West Chicago avenue, West Superior street, Pratt street, North Green street, Phillips street, West Erie street, North Halsted street, West Ohio street, North Union street, Grand avenue, North Des Plaines street, Austin avenue, North Jefferson street, West Kinzie street and Carroll avenue.

Paragraph 2. Subways or bridges shall be constructed to carry the tracks authorized in Section 1, Paragraph 3, where said tracks cross West Kinzie street, Noble street, North Ada street, North Elizabeth street, North Center avenue, North May street, North Curtis street, North Carpenter street, North Morgan street, North Sangamon street, North Peoria street, North Green street, North Halsted street, North Union street, Milwaukee avenue, North Des Plaines street, North Jefferson street, West Kinzie street, Clinton street and Carroll avenue.

Paragraph 3. Subways or bridges shall be constructed to carry the tracks authorized in Section 1, Paragraph 4, where said tracks cross Fulton street, Milwaukee avenue, West Lake street, West Randolph street and West Washington street.

Paragraph 4. The several subways and bridges referred to in Paragraph 1 of this section shall be constructed as to their size and dimensions, locations and other details, in accordance with the following

SCHEDULE.

Foot Subway in North Carpenter Street.

The foot subway in this street shall be an extension of the foot subway constructed under the tracks of the Chicago & North-Western Railway Company, pursuant to an ordinance of the City of Chicago passed December 2nd, 1897, and amended December 29th, 1897.

The depression of street shall not be more than sufficient to make the elevation of the floor of the passageway not less than 7.4 feet above city datum. This elevation shall extend on the south 10 feet beyond the southerly portal of the passageway. From this elevation the southerly approach shall extend on a grade not to exceed 5 feet in 100 feet to a connection with the present surface of street.

Width between walls of passageway, 12 feet.

Width of roadway and sidewalks outside of passageway shall be the same as at present.

The depression of sidewalks shall be uniform with the roadway, and about one foot above the level of same outside of passageway.

Clear head room, 10 feet.

In case, however, North Carpenter street shall be extended at any time to and across the North Branch of the Chicago River and a bridge built across said river at North Carpenter street by the said City of Chicago, then said foot subway required in this ordinance and in said prior ordinances shall be replaced by a subway conforming, as near as may be, to the details prescribed for such subway in said prior ordinances.

Bridge over Front street (street 66 feet wide) and North Sangamon street (street 80 feet wide).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb line of each street and in the center line of each roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Lessing street (street 80 feet wide) and West Chicago avenue (avenue 80 feet wide).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in the center line of roadways.

Minimum, clear head room of roadway, 14 feet.

Bridge over West Superior street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Pratt street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Green street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Phillips street (street 24 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of side-

walks shall be maintained as they are at present.

Minimum clear head room of roadway, 13 feet.

Bridge over West Erie street (street 80 feet wide) and North Halsted street (street 64.8 feet wide).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks in the streets shall be as they are at present.

Lines of posts to support girders may be placed immediately inside curb lines and in center line of roadways.

Minimum clear head room of roadway, 14 feet.

Bridge over West Ohio street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Union street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Grand avenue (avenue 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Des Plaines street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Austin avenue (avenue 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway 15 feet.

Bridge over North Jefferson street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 16.5 feet.

Bridge over West Kinzie street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 17 feet.

Bridge over Carroll avenue (avenue 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

A line of posts to support girders may be placed near the center of the avenue between the northernmost main track of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the spur track of that company just north of such main track; permission being given hereby for re-location of such spur track so far as may be necessary to permit said intermediate row of columns without interference with the safe or convenient operation of either of said tracks.

Minimum clear head room of roadway, 17.5 feet.

Paragraph 5. The several subways and bridges referred to in Paragraph 2 of this section shall be constructed as to their size and dimensions, locations and other details, in accordance with the following

SCHEDULE.

Bridge over West Kinzie street, west of North Ada street, (street 30.5 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the north curb line and 12.75 feet south of that line.

Minimum clear head room of roadway, 12.7 feet.

Bridge over Noble street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 13.7 feet.

Bridge over North Ada street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Elizabeth street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Center avenue (avenue 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North May street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Curtis street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Carpenter street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Morgan street (street 66 feet wide.)

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Sangamon street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Peoria street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Green street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Halsted street (street 64.8 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Union street (street 80 feet wide) and Milwaukee avenue (avenue 70 feet wide).

There shall be no depression of the surface of the street or avenue.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadways.

Minimum clear head room of roadways, 14 feet.

Bridge over North Des Plaines street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Jefferson street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 16.5 feet.

Bridge over West Kinzie street (street 80 feet wide) and Clinton street (street 80 feet wide).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadways.

Minimum clear head room of roadways, 17 feet.

Bridge over Carroll avenue (avenue 80 feet wide).

There shall be no depression of the surface of the avenue.

Width of roadway and width of sidewalks shall be maintained as they are at present.

A line of posts to support girders may be placed near the center of the avenue between the northernmost main track of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the spur track of that company just north of such main track; permission being given hereby for re-location of such spur track so far as may be necessary to permit said intermediate row of columns without interference with the safe or convenient operation of either of said tracks.

Mininmum clear head room of roadway, 17.5 feet.

Paragraph 6. The several subways and bridges referred to in Paragraph 3 of this section shall be constructed as to their size and dimensions, locations and other details, in accordance with the following

SCHEDULE.

Bridge over Fulton street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14.5 feet.

Bridge over Milwaukee avenue (avenue 70 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Subway in West Lake street (street 80 feet wide).

The depression of the street may be such as will make the elevation of the roadway not less than 13.0 feet above city datum. This level shall extend ten feet beyond the easternmost and westernmost tracks. From this level the approaches shall extend on a grade of not to exceed 1.5 feet in 100 feet to a connection with the present surface of the street.

Sidewalks shall be maintained of the same width as at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 13.5 feet.

Subway in West Randolph street (street 80 feet wide).

The depression of the street shall be such as to make the elevation of the roadway at the west line of Canal street not less than 17.2 feet above city datum; and thence the roadway shall have a descending grade to the westward of about 31-100 of 1 per cent to the present elevation of the street, 16.2 feet above city datum, at the east line of Clinton street. The approach from the east shall be level across Canal street and thence shall rise to the eastward at a 2 per cent grade to a connection with the present surface of the street about 150 feet east of the east line of Canal street. The approaches to Randolph street from the north and south in Canal street shall be level, as far as is necessary to intersect the present surface of the street.

Width of roadway and width of sidewalk in West Randolph street shall be as at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in the center line of roadway.

Minimum clear head room of roadway, 13.5 feet.

Bridge over West Washington street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and along the side lines of the approach to the tunnel now existing in said street, but without lessening the clear width of such tunnel approach.

Minimum clear head room of roadway, 15 feet.

Paragraph 7. Bridges shall be constructed over all alleys crossed by the tracks authorized in Paragraphs 2 and 3 of Section 1.

Width of alleys shall remain as at present.

The elevations of the grade of the alleys shall remain as they now are.

Minimum clear head room, 12 feet.

Paragraph 8. The minimum clear head room of roadway prescribed in the preceding parts of this section shall be measured from the level of the street grade, as established by this ordinance or by other ordinances in force at the time of the passage of this ordinance.

SECTION 7. The grades of all streets which are to be depressed in connection with the construction of subways or approaches to subways, as hereinbefore provided, are hereby changed so as to conform to the grades of such subways and their approaches as constructed hereunder.

SECTION 8. Wherever in the construction of subways and approaches, as hereinbefore required, two different grades will intersect, a vertical curve shall be made with an extent of not less than 10 feet on each side of said intersection of grades and with a middle ordinate equal to one-quarter of the difference between the elevations of the ends of such curve.

SECTION 9. All such excavations shall be made in streets and alleys as may be required for depression of such subways and their approaches, or for construction of footings and foundation courses of abutments or masonry supports for columns within the limits and under the surface of streets or alleys; but the streets, alleys and sidewalks so disturbed shall be restored to serviceable condition for the use of the public as soon as practicable.

All water pipes, conduits, sewers, poles, tracks and other structures, whether belonging to the City of Chicago or to others, which are located within any street or alley and interfere with any of the structures or work authorized by this ordinance, shall be re-located and re-arranged in such street or alley in such way as will preserve their utility and not conflict with the structures or work permitted under this ordinance. The City of Chicago shall be saved from expense in connection with such work by said Chicago & North-Western Railway Company; and said work shall be done under the supervision and to the satisfaction of the Commissioner of Public Works of said city.

SECTION 10. Provision shall be made for drainage of the depressed subways provided for in this ordinance by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers; provided there be a city sewer within 200 feet of the subway, and the arrangements and work necessary for such drainage shall be done at the expense of said Chicago & Northwestern Railway Company, its successors or assigns.

SECTION 11. In those portions of any street whose grades are changed under this ordinance said Chicago and Northwestern Railway Company, its successors or assigns, shall lay a pavement, set curbs and construct sidewalks of suitable materials and in accordance with specifications to be prescribed by the Commissioner of Public Works of the City of Chicago and to his satisfaction. Where portions of any street or alley are disturbed in the course of the work done under this ordinance, but their grade is not changed by this ordinance, they shall be restored by said Railway Company as nearly as may be to their original condition without expense to the City of Chicago.

SECTION 12. Any street railway company occupying any portion of a street

public alley running north and south between Western avenue and Artesian avenue, extending from a point three hundred and sixteen (316) feet south of Mariana street to the aforesaid alley adjoining the Chicago and Northwestern Railway Company's right of way, as shown on the said plat and marked "B" thereon, the same being in Block thirty-one (31) Crosby and others' Subdivision in the east one-half (½) of southeast quarter (¼), Section twenty-five (25), Township forty (40) north, Range thirteen (13) east of the Third Principal Meridian in Cook County, Illinois, be and the same are hereby vacated, inasmuch as the said portions of said alleys are no longer required by the general public for use as alleys, and the public interest will be subserved by their vacation; provided, however, that said vacation of said alleys shall not become effective until there shall have been dedicated and opened up to the public for use a public alley sixteen (16) feet wide, the south line of which shall be three hundred and sixteen (316) feet south of and parallel with Mariana street extending from the north and south alley aforesaid to the aforesaid alley adjoining the Chicago and Northwestern Railway Company's right of way; said alley to be so dedicated being also shown on the attached plat and marked "A."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided the Eagle Brewing Company (a corporation), who may derive a pecuniary advantage from said vacation, shall pay to the Comptroller of the City of Chicago within thirty (30) days after the passage of this ordinance, the sum of eight hundred ninety and sixty-six one-hundredths ($890.66) dollars, and shall within such thirty (30) days file in the office of the Recorder of Deeds of Cook County a plat showing the aforesaid vacation and dedication.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject to the provisions in Sections 1 and 2 hereof.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance granting Albaugh Brothers, Dover & Co., conduit for electrical cables, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing Albaugh Bros., Dover & Co. to construct, maintain and operate a conduit for cables for conveying electrical current under the public alley east of Marshall boulevard and south of 21st street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Albaugh Bros., Dover & Co., a corporation, to construct, maintain and operate a conduit under the first public alley running north and south, lying east of Marshall boulevard, the north end of which conduit shall be fifty-six (56) feet south of West 21st street; said location being shown on a plat hereto attached and which is hereby made a part of this ordinance. Said conduit shall not exceed two 3-inch pipes in size and shall be used exclusively by the grantee herein, its successors and assigns, for one or more 1,000,000 C. M. lead covered cables for conveying electrical current, and

shall be located at least two (2) feet below the surface of said alley. Said conduit shall be constructed in a substantial and workmanlike manner, under the supervision and to the satisfaction of the Commissioner of Public Works and in accordance with the plans submitted to him and filed in the office of said Commissioner.

SECTION 2. The permission and authority herein given shall cease and terminate ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or otherwise, said grantee, its successors, or assigns, shall remove the said conduit and restore the said alley above the same to a condition satisfactory to the Commissioner of Public Works, without cost or expense of any kind whatsoever to the City of Chicago, so that the portion of said alley where said conduit shall have been located shall be put in the same condition, safe for public travel, as the other parts of said alley in the same block.

Said grantee shall do no permanent injury to said alley or in any manner interfere with any pipe, cable wire or conduit therein, and shall not open or encumber more of said alley than shall be necessary to enable it to proceed with advantage in constructing the said conduit. Should said conduit interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove said conduit or change the location thereof as directed by the Commissioner of Public Works at its or their own expense and without any expense whatsoever to the City of Chicago.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said City from or by reason or on account of the passage of this ordinance or from or by reason or on account of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the alley under which said conduit shall be located in a condition satisfactory to the Commissioner of Public Works and safe for public travel, and the permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to and regulating the use of space underneath the streets and highways of the City of Chicago and also all general ordinances in relation to the maintenance of conduits and the transmission of electricity, and the said grantee, its successors and assigns, shall maintain said conduit at all times in a manner satisfactory to the Commissioner of Public Works.

SECTION 5. The grantee herein, its successors or assigns, shall pay as compen-

sation for the privileges herein granted the sum of ten and no-one-hundredths ($10.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance and each payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall fail promptly to pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, December 3, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance, vacating alley in Twelfth Street Addition to Chicago, Block 7, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Vacating a certain portion of a certain sixteen-foot public alley in Block 7 of Twelfth Street Addition to Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the sixteen-foot public alley lying north of the north line of Fillmore street and west of and adjoining Lots one (1) to six (6), inclusive, and east of and adjoining Lot seven (7); also that portion of the fifteen-foot public alley south of and adjoining the right-of-way of the Chicago Terminal Transfer Railroad Company, and north of and adjoining Lots seven (7) to seventeen (17), inclusive; all being in Block seven (7) in Twelfth Street Addition to Chicago, a subdivision of that part of S. E. ¼ of Section fourteen (14), Township thirty-nine (39) north, Range thirteen (13), east of the Third Principal Meridian, lying south of the right-of-way of the Chicago Terminal Transfer Railroad Company in the City of Chicago, County of Cook, and State of Illinois; which said alleys are as shown in red and marked "to be vacated" on the plat which is attached hereto and made a part hereof, be and the same are hereby vacated.

SECTION 2. The vacations herein provided for are made upon the express condition that within thirty (30) days after the passage of this ordinance the owner or owners of the above Lots three (3), four (4), five (5), six (6) and seven (7), who shall derive pecuniary benefit from the above vacations shall pay to the City of Chicago at the office of the City Collector the sum of nine hundred eighty-six and sixty-two one-hundredths ($986.62) dollars; and further, that this ordinance shall not take effect, nor shall the vacation herein provided for become effective unless and until the owner or owners of said property shall within thirty (30) days from and after the passage of this ordinance file for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing said vacations.

SECTION 3. This ordinance shall take effect from and after its passage, subject, however, to the conditions mentioned in Section 2 hereof.

BUILDING DEPARTMENT.

The Committee on Building Department, to whom was referred a petition to take out of the fire limits the territory bounded by Kedzie, Belmont, Wellington and Sacramento avenues, submitted a report recommending that the petition be placed on file.

Ald. Riley moved to concur in the report.

The motion prevailed.

WATER DEPARTMENT.

The Committee on Water Department submitted the following report, which was, on motion of Ald. Reese, deferred and ordered published:

CHICAGO, November 8th, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Water Department, to whom was referred an ordinance establishing a flat rate of 7 cents per 1,000 gallons for water supplied through meters, having had the same under advisement, beg leave to report and recommend the passage of the ordinance and the publication of accompanying communication from H. O. Nourse, Superintendent of Water.

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, October 17, 1906.

Hon. Otto Reese, Chairman, and Gentlemen of Committee on Water Department:

DEAR SIRS—Complying with your verbal instructions of Wednesday the 10th inst. as to the effect that would be produced upon the revenues of the Bureau of Water for the year 1907 should the proposed amendment to the Water Ordinances now before your Committee become a law, viz., making a flat rate of seven cents for metered water and a reduction of $1.00 for each and every frontage rate assessment account, permit me to say:

Inasmuch as the proposed changes would effect only the meter rates and frontage rates I will, in making my statement, deal only with these two sources of revenue and my statement will be based, first, upon the actual revenues from these two sources for the year 1905 and the estimated statement based upon the actual collections for the nine months ending September 30, 1906, and the estimated collections for the remaining three months of the year 1906.

Collections for 1905 from assessed rates were	$2,383,475.23
Collections for 1905 from meter rates were	1,648,626.23
Total collections from the two sources were	$4,032,101.46

During the year 1905 the water passing through meters amounted to 24,088,827,500 gallons.

This amount of water at seven cents per 1,000 gallons would produce a revenue of	$1,686,217.92
The actual collections from meters amounted to	1,648,626.23
The increased revenue at a seven cent rate would be shown to be	$ 37,591.69

At the close of the year 1905 there was shown upon the ward ledgers of this bureau to have been in actual service, represented by the frontage accounts, in round numbers, 222,500. The revenue from frontage rates for this year amount to $2,383,475.23. A dollar from each frontage account would amount to $222,500.00, depleting the frontage rates account for 1905 for this amount, leaving $2,160,975.23.

If no change would occur for the year 1906 over 1905 the result would be shown

to be as follows: Total revenue from the two sources for 1905, $4,032,101.46, decrease from frontage rate, $222,500; increased meter rates, $37,591.69; total decrease, $184,908.31; taken from $4,032,101.46, leaves $3,847,193.15; but the collections for the nine months ending September 30th, 1906, show for the corresponding period for the previous year the following:

First nine months of 1906, meters	$1,361,762.05	
First nine months of 1906, frontage	1,764,803.92	
Making a total of		$3,126,565.97
First nine months of 1905, meters	$1,186,435.98	
First nine months of 1905, frontage	1,710,078.29	
Making a total of		2,896,514.27
Increase for the nine months		$ 230,051.70

Taking the actual collections for the nine months and the estimated collections for the next succeeding three months the result will appear about as follows:

Meters for nine months	$1,361,762.05		
Estimate for next three months	580,000.00		
Making a total of		$1,941,762.05	
Frontage for nine months	$1,764,803.92		
Estimate for next three months	690,000.00		
Making a total of		2,454,803.92	
Making a grand total from the two sources of			$4,396,515.97
Collections for the year 1905 were			4,032,101.46
Making the increase for 1906			$ 364,414.51

During the year 1905 the water passing through meters amounted to 24,088,827,500 gallons, as above stated. The annual increase of metered water amounts to, in round numbers, 2,500,000,000 gallons.

It is safe, therefore, to say the metered water for the year 1906 will amount to about 26,590,000,000 gallons. On the basis of the meters at present installed the additional installation of meters it is estimated will increase this about 1,000,000,000 gallons, making a total of 27,590,000,000 gallons. This amount of water computed at seven cents per 1,000 gallons would produce a revenue of $1,931,300.00, and it may be observed that this figure is within $10,000 of the actual collections for the nine months and the estimated collections for the three months of the year 1906.

In this connection I wish to remark that the average rate of metered water, for the year was, in round numbers, seven cents per 1,000 gallons. The effect of the proposed change for the year 1906 would result then as follows:

Collections for the year, frontage	$2,454,803.02	
Less $1.00 reduction for each account	222,500.00	
Amount for frontage on 1906 basis	$2,232,303.02	
From meters	1,931,300.00	
Making a total for the year of		$4,163,603.02

As previously stated, the collections for nine months and the

estimates for three months show the figures at the end of the year will be $4,396,515.97
Deducting the above from this amount, viz..... 4,163,603.02

Leaves a total amount of..... $ 232,912.95
representing the effect of the proposed ordinance.

Figuring upon the above basis the collections for 1907, estimated, of course, will be:

Frontage	$2,232,303.02	
Increase by city's growth.....	50,000.00	
Total frontage		$2,282,303.02
Metered water	27,590,000,000 gal.	
Annual increase	3,500,000,000 gal.	
Total	31,090,000,000 gal.	
At seven cents per 1,000 gallons amounts to.....		$2,176,300.00
Making a grand total of.....		$4,458,603.02

Respectfully submitted,

H. O. Nourse,
Superintendent of Water.

AN ORDINANCE

To amend the Revised Municipal Code of Chicago of 1905, so as to establish a uniform rate of charge for water supplied, and measured and registered by meter.

Be it ordained by the City Council of the City of Chicago:

Section 1. That Section 2429 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"Section 2429. The rate or charge for water supplied to any building, structure, or premises, the water supply to which is measured and registered by meter, shall be seven cents (7c) per thousand gallons."

Section 2. This ordinance shall take effect and be in force from and after the 1st of January, 1907.

Otto Reese,
Chairman.

HARBORS, WHARVES AND BRIDGES.

The Committee on Harbors, Wharves and Bridges, to whom was referred an ordinance amending Section 979 of the Revised Code of 1905, concerning the hours during which bridges shall remain closed, submitted a report recommending that the ordinance be placed on file.

Ald. Richert moved to concur in the report.

The motion prevailed.

TRACK ELEVATION.

The select Committee on Track Elevation submitted the following report, which was, on motion of Ald. Kohout, deferred and ordered published:

Chicago, November 15, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Special Committee on Track Elevation, having had under advisement an ordinance for the elevation of the roadbed and tracks of the Chicago Terminal Transfer Railroad Company from 500 feet south of Irving Park boulevard to Montrose avenue, beg leave to report and

recommend the same for passage in lieu of the ordinance passed July 16, 1900.

AN ORDINANCE

Granting permission unto the Chicago Terminal Transfer Railroad Company to construct, maintain and operate certain railroad tracks.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority are hereby granted unto the Chicago Terminal Transfer Railroad Company and its lessees, successors and assigns to construct, maintain and operate a railroad with one, but not to exceed four tracks, with the necessary and convenient side tracks, turnouts, switches and appurtenances over, upon and along such lands as it now holds or has acquired the right to lay railroad tracks upon, or which it may acquire by purchase, lease, condemnation or otherwise; also telegraph poles and wires and other facilities for telegraphing over, along and upon the following route, said telegraph and telephone poles to be on the said company's right-of-way only:

Paragraph 1. Beginning at the railroad of the Chicago and Northwestern Railroad at some convenient point not more than five hundred (500) feet south of Irving Park Boulevard, in the northwest quarter of Section twenty-two (22), Township forty (40) North, Range thirteen (13), East of the Third (3d) Principal Meridian, and running thence northwesterly along a line west of and not more than two hundred (200) feet distant from the right-of-way of the Chicago, Milwaukee and St. Paul Railroad Company to a point not more than five hundred (500) feet north of Hutchinson street; thence westerly to an intersection with the north and south center line of Section sixteen (16), in the township and range aforesaid, and not more than one thousand (1,000) feet from the east and west center line of said Section sixteen; thence northwesterly and westerly to an intersection with the west line of said section at a point not more than one thousand (1,000) feet north of the east and west center line of said Section sixteen, thence west to the city limits. The said railroad company shall have the right and privilege to construct said tracks, turnouts, switches and appurtenances along, upon, over and across any and all intervening streets, alleys and public places along said route at grade except as hereinafter specified and provided in Paragraph 3, Section 1 of this ordinance. Provided, however, that said railroad company in crossing any such intervening street, alley or public place shall be limited to a space not to exceed sixty-six (66) feet in width of any such street, alley or public place.

Paragraph 2. The permission and authority hereby granted are upon the express condition that the said Chicago Terminal Transfer Railroad Company shall and will forever indemnify and save harmless the City of Chicago against and from any and all damages, judgments, decrees and costs and expenses of the same which it may suffer or which may be recovered or obtained against said city for or by reason of the granting of such privileges and authority, or for or by reason or growing out of or resulting from the passage of this ordinance or any matter or thing connected therewith, or with the exercise of said company of the privileges hereby granted.

Paragraph 3. The rights and privileges hereby granted to the Chicago Terminal Transfer Railroad Company are upon the condition that said railroad company shall elevate its proposed roadbed and tracks from a point about five hundred (500) feet southeasterly of Irving Park boulevard where an elevation of not less than 40.9 feet above city datum shall be attained and which has been established by ordinance for the elevation of the roadbed and tracks of the Chicago, Milwaukee and St. Paul

Railroad and the Chicago and Northwestern Railroad Companies, passed by the City Council of the City of Chicago on February 21st, 1898, and published on pages 1722 to 1742 invlusive, of the Official Council Proceedings. From said initial point the proposed elevated roadbed and tracks of said Chicago Terminal Transfer Railroad Company shall continue in a northwesterly direction on a level for a distance of about five hundred (500) feet to a point about thirty feet north of the north line of Irving Park boulevard, where an elevation of not less than 40.9 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northwesterly direction on an ascending gradient of about 0.10 per centum for a distance of about one thousand seven hundred and sixty (1,760) feet to a point about on the east line of North Forty-seventh avenue, where an elevation of not less than 42.7 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northwesterly direction curving to the west on an ascending gradient of about 0.21 per centum for a distance of about five hundred (500) feet to a point about ten feet west of the west line of North Forty-eighth avenue, where an elevation of not less than 43.75 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.29 per centum for a distance of about one thousand four hundred (1,400) feet to a point about ten feet west of the west line of Milwaukee avenue where an elevation of not less than 48.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level for a distance of about one thousand two hundred (1,200) feet to a point about on the center line of North Fifty-second avenue and West Cullom avenue, where the same elevation of about 48.0 feet above city datum shall be maintained; thence said proposed elevated roadbed and tracks shall continue in a westerly and northwesterly direction on a level for a distance of about nine hundred (900) feet to a point about on the center line of Montrose avenue and North Fifty-third avenue, where the same elevation of about 48.0 feet above city datum shall be maintained, thence said proposed elevated roadbed and tracks shall continue in a northwesterly direction curving to the west and may descend on the most suitable gradient convenient and practicable for the operation of said railroad company to a connection with its present tracks.

Paragraph 4. Said railroad company is hereby authorized to make such changes in the position and alignment of its main and side tracks and switch connections as may be desirable in order to carry out the provisions of this ordinance.

Paragraph 5. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Section 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, brokenstone or whatever else may compose the surplus material excavated from the subways and from the foundation pits and trenches along the line of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the right-of-way of said company such portion of said embankments at all such points shall be kept within said right-of-way lines by, or they shall be confined between retaining walls of concrete, stone or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to prop-

erly protect said right-of-way and to prevent trespassing thereon, then the said retaining walls as aforesaid, shall be surmounted with a suitable fence, or railing, but whenever said retaining walls are not used at all the right-of-way of said company shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

It being understood and agreed that said company may and is hereby authorized to construct said embankments the full width of its right-of-way and to construct and operate thereon not to exceed four tracks, and to carry such tracks over all intervening streets, avenues or alleys in the same manner as is herein provided; provided, however, that this permission and authority herein and hereby conferred shall in no event be taken to give any license or right to the said railroad company, its successors, lessees or assigns to cross at any future time any street either at grade or upon elevation over any greater part of said street than the width of said street at the time of the passing of this ordinance of the right-of-way and premises of the said railroad company.

SECTION 3. The said elevated tracks shall be carried across all intersecting streets, avenues and alleys which by the terms of this ordinace are to be provided with subways, on suitable bridges of one, two, three or four spans, whose superstructure shall consist of iron or steel girders with iron or steel main floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm-water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns, braced together laterally and erected on and anchored to masonry foundations constructed within the line of the railroad right-of-way and in the center and curb lines of the intersecting avenues and streets, or as provided in the schedule of subways herein contained; provided, however, that in all cases where subways shall be built under the elevated tracks of the said railroad company, its successors, lessees or assigns, the walls of the abutments of the said subways shall in no event extend beyond the respective lot lines of the streets crossed.

SECTION 4. Paragraph 1. Subways shall be constructed beneath the proposed elevated roadbed and tracks where the right-of-way of said company is intersected and crossed by Irving Park boulevard, West Berteau avenue, North Forty-seventh avenue, North Forty-eighth avenue, Milwaukee avenue, West Cullom and North Fifty-second avenues, and Montrose avenue and North Fifty-third avenue.

SECTION 4. Paragraph 2. The Chicago Terminal Transfer Railroad Company shall construct all that portion and west approach of the subway in Irving Park boulevard lying west of the west line of the Chicago, Milwaukee and St. Paul Railway Company's right-of-way.

SECTION 4a. The several subways hereinbefore referred to in Section 4 of this ordinance, which shall be constructed with the elevation upon which such tracks are to be placed, shall as to their size and dimensions, location and other details, be in accordance with the following schedule:

Subway in Irving Park boulevard, under the Chicago Terminal Transfer Railroad. (Boulevard, 100 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 26.9 feet above city datum. This level shall extend ten feet beyond the west portal of subway. From this level the west approach shall extend on a grade of not to

exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into Clover street, as it shall be changed.

Width between walls of subway, 100 feet.

Width of roadway, 56 feet in subway.

Width of sidewalks, 22 feet each in subway.

Width of roadway and sidewalks outside of right-of-way lines and in Clover street shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in West Berteau Avenue, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.2 feet below the present surface of street, making the elevation of the floor of the subway not less than 28.8 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 44 feet in subway.

Width of sidewalks, 12 feet each in subway.

Width of roadway and sidewalks outside of right-of-way lines shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Provided, however, that the said Chicago Terminal Transfer Railroad Company shall not be required to construct any part of the subway or to provide any opening whatever of this street across or through its proposed elevated embankment or structure as required by the terms of this ordinance, until such time as the land necessary for a street sixty-six (66) feet in width in said West Berteau Avenue shall have been properly dedicated or condemned for public street purposes and a subway shall be constructed in said street under the roadbed and tracks of the Chicago, Milwaukee and St. Paul Railway Company.

Subway in North Forty-seventh Avenue, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.6 feet below the present surface of street, making the elevation of the floor of the subway not less than 29.2 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection wth the present surface of street, including the approach into the alley on the west.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of right-of-way lines shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two

lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in North Forty-eighth Avenue, under the Chicago Terminal Transfer Railroad. (Street, 100 Feet Wide).

The depression of the street shall not exceed 2.28 feet below the present surface of street, making the elevation of the floor of the subway not less than 30.25 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Cullom avenue.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway and in West Cullom avenue shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Milwaukee Avenue, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.4 feet below the present surface of street, making the elevation of the floor of the subway not less than 33.5 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into West Cullom avenue.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway and in West Cullom avenue shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.0 feet.

Subway in North Fifty-second and Cullom Avenues, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.2 feet below the present surface of street, making the elevation of the floor of the subway not less than 34.5 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of streets, including the approaches into West Cullom and North Fifty-second avenues.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of silewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in North Fifty-third and Montrose Avenues, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.4 feet below the present surface of the street, making the elevation of the floor of the subway not less than 34.5 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into North Fifty-third and Montrose Avenues.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

SECTION 4b. The grade of all the streets that intersect the approaches to subways described in Section 4 of this ordinance shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of approaches connects with the present grade of street and said vertical curve shall extend not less than twenty feet each side of said intersection of grades and the middle ordinate of the vertical curve shall be equal to one-half of the difference between the elevation of the points on said intersecting grades.

SECTON 5. All such excavations shall be made in the streets as may be required for the depression of such subways and the approaches thereto. But the depressed portion of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and other substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found shall be replaced or suitable expedients and arrangements shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by the railroad company as indicated in Section 4a at its sole expense and under the immediate supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago. And if in the construction of any of said subways or approaches it shall become necessary to disturb, remove or destroy any pipes, conduits, wires or other property lying and being in the said streets or any of them, belonging to any private corporation or individual, all of the cost and expense thereof and all damages thereto shall be borne and assumed by the Chicago Terminal Transfer Railroad Company.

SECTION 6. The grade of all the streets and alleys in which any subways are to be built in accordance with the

provisions of this ordinance, or where streets shall be depressed, in accordance with the provisions of this ordinance, along the line of the several subways shall be and the same are hereby changed so as to conform to the grades of such subways as they shall be depressed and constructed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several depressed subways provided for in this ordinance by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways shall be below the grade of the adjacent sewer some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said railroad company at its own expense.

SECTION 8. Paragraph 1. The subways and the approaches thereto so to be constructed by said companies in said streets and avenues aforesaid, shall all conform to the following structural requirements in this section mentioned, namely: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound, hard limestone or concrete masonry of standard dimensions and finish and the sidewalks shall be finished and paved with Portland cement concrete of standard quality and workmanship and with the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago.

The approaches to subways shall be excavated to the grades established by this ordinance and shall be in all other respects restored as near as may be to their condition before being so excavated. The paving and sidewalks in subways where streets or avenues are not depressed shall be the same as in the adjoining parts of such streets or avenues if such paving and sidewalks exist at the time of construction of said subways, if not, whenever such paving and sidewalks shall be provided.

The Chicago Terminal Transfer Railroad Company shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars, conditioned that said railroad company shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, said railroad company hereby agrees to keep and maintain said improvement without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same the necessity for which may be occasioned by or through the use of faulty or inferior material or workmanship; provided, however, said railroad

company shall not be required to keep or maintain any part of said improvement under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago. If said railroad company shall fail, neglect or refuse to repair, keep and maintain the said work in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from said railroad company mentioned in this ordinance.

Paragraph 2. As to the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railroad company at its expense, in such portions of said streets as are required to be constructed by said company, except that said company shall not be required to restore any part of the paving of approaches or subways which it is the duty of any street railway company or other corporation itself to restore under existing laws or ordinances.

Paragraph 3. Said railroad company shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said railroad company, as is mentioned in this ordinance, except that said company shall not be required to pave or depress any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by such elevation shall when and as the grade of such street shall be changed as in this ordinance provided, at its own expense without claim for damages depress and conform the grade of its track or tracks to the said change of grade of said streets both during and after depressing said streets, and nothing in this ordinance shall operate to be held to relieve such street railway companies from any liability now existing of paving such street between or on either side of its tracks in the manner and form as now required or of making the necessary depressions as hereinbefore provided.

Paragraph 5. Nothing in this ordinance contained shall be so construed as to require the said railroad company to assume or pay any incidental or consequential damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation or depression, change of grade or location made in any of the public avenues, streets or alleys, or of the railway of said company, or to defend any suit or suits which may be brought against the said railroad company or against the City of Chicago, or against any other party or parties for the recovery of any such damages; but it is understood and the City of Chicago hereby agrees that all such damages if there are any, shall be adjusted and paid by the City of Chicago and the said city will assume the defense of any and all suits brought for the recovery of the same intervening therein if necessary for such purposes and will wholly relieve said railroad company from defending the same and will assume and pay all judgments recovered therein; provided,

however, that said company shall be liable for such damages as may arise from the negligent performance by said company of any of the obligations imposed upon it by this ordinance. The above stipulations in this paragraph are, however, upon the condition precedent that in case any suit be brought against said company, said company will before the last day to plead therein give notice in writing to the Mayor and Corporation Counsel of said city for the purpose of enabling such defense to be made by the City.

Paragraph 6. Said railroad company and any contractor employed by it or them in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

SECTION 9. All the work hereinbefore in this ordinance required to be done by said company upon or in connection with the public avenues and streets of the city shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance, in so far as this ordinance contains specific provisions, and in the absence of such specific provisions if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 10. Permission and authority are hereby given to said company whenever the same shall be necessary in the prosecution of the work which is herein authorized or required to be performed, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works; and said company is hereby authorized whenever the same shall become necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of its said elevated railroad tracks subject to the like approval of the Commissioner of Public Works.

SECTION 11. When said railroad company in Section 1 of this ordinance mentioned shall have elevated its tracks in accordance with this ordinance so that the same shall be ready for use, then and thereupon all provisions of the ordinances of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, the ringing of locomotive bells, the use of train or engine lights, the sounding of signals before starting trains, and the maintenance of gates, flagmen, watchmen, signals and signal towers shall cease to be applicable to said railroad where the roadbed and tracks are elevated; provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons save employes of said company in the discharge of their duties, to enter or be upon or to walk across or along the roadway and tracks of said company at any place where the same are elevated. If any person shall willfully trespass upon said elevated roadway such person and all others aiding, abetting or

assisting therein shall be liable to a fine of not less than five dollars nor more than one hundred dollars for each and every offense. And, provided, further, that nothing herein contained shall relieve the said railroad company, its successors, lessees or assigns, from full compliance with any and all ordinances of the City of Chicago relating to the speed of trains and other incidents of operating railroads wherever the railroad company, its successors, lessees or assigns, shall operate at grade.

SECTION 12. Said railroad company mentioned in this ordinance, its successors, lessees or assigns, shall at least ten (10) days prior to the commencement of any part or parts of said work submit to the Commissioner of Public Works for his approval, complete plans and specifications of said part or parts of said proposed work for the purpose of ascertaining whether the same are in strict compliance with the provisions of this ordinance, and after approval of such plans and specifications by the Commissioner of Public Works, all of said work shall be constructed in strict accordance therewith and to the entire satisfaction of the Commissioner of Public Works and not otherwise, except as herein otherwise provided.

SECTION 13. The railroad company mentioned in Section 1 of this ordinance and which is required to elevate its tracks, its successors, lessees, and assigns, shall commence the work of such elevation on or before the first day of May, 1907, provided this ordinance shall have been accepted by said railroad company hereby required to elevate its tracks; and after such work has been commenced the same shall be prosecuted continuously with all practicable diligence and shall be fully and finally completed on or before the thirty-first day of December, 1910, unless prevented by strikes or riots or restrained by injunction or other order or process of a court of competent jurisdiction. The time during which said railroad company shall be prevented as aforesaid, shall be added to the time hereby limited for the completion of said work, provided said railroad company give notice to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction or restraining order or for any other proper order in such suit. And it is further distinctly understood and agreed that if said railroad company shall be delayed in the prosecution of said work required to be done under the provisions of this ordinance, by reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or any of its officers in performing the duties imposed upon the City and its officers by this ordinance in respect to the work herein required to be done by said railroad company, then and in that case the time which said railroad compeny is delayed shall be added to the time specified for the completion of said work during which said company is required by the terms of this ordinance to complete said work.

SECTION 14. This ordinance shall take effect from and after its passage, approval and publication; provided, however, this ordinance shall be null and void unless said Chicago Terminal Transfer Railroad Company shall through its authorized officers file with the City Clerk of the City of Chicago within thirty (30) days from the passage and approval by the Mayor of this ordinance, an agreement or agreements duly executed, whereby said railroad company shall undertake to do and perform all the matters and things required of it by this ordinance.

After the filing of said agreement by said company and not before, this ordinance shall not be materially modified or amended without the consent of said company, unless said company shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement. But nothing in this ordinance contained shall be deemed a waiver or surrender of the police power of the city or to deprive the city of the right to properly exercise such power.

SECTION 15. Upon the passage and approval of this ordinance, and the acceptance of the same by the duly authorized officers of the Chicago Terminal Transfer Railroad Company, or its Receivers, and the said acceptance shall be filed with the City Clerk of the City of Chicago, then and in that event the ordinance passed by the City Council July 16, 1900, published on pages 1035 to 1044 inclusive, of the Official Records of the Council Proceedings of the City of Chicago be and the same is hereby repealed.

J. F. KOHOUT,
Chairman.

COMPENSATION.

The select Committee on Compensation, to whom was referred an ordinance in favor of The Bohemian Bazaar for four coal chutes, submitted a report recommending that the ordinance be placed on file.

Ald. Snow moved to concur in the report.

The motion prevailed.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Kenna presented an ordinance in favor of Ed. V. Price & Co. for an electric wire across alley, which was

Referred to the Committee on Streets and Alleys, South Division.

FOURTH WARD.

Ald. Richert presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to notify all railroads interested in the construction of the elevation along Stewart avenue, from 22d street south, that work be pushed forward more rapidly, as the great traffic of the Southwest Side is being greatly interefered with by the closing of the many streets during the progress of the work.

Ordered, That the Commissioner of Public Works be and he is hereby directed to construct eight catch basins on both sides of Poplar avenue, between Archer avenue and 29th street.

FIFTH WARD.

Ald. McCormick presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby ordered to install a one-inch water service pipe from the main at the northwest corner of 38th street and Winchester avenue to supply the building situated on the southeast corner of 38th street and Winchester avenue, without cost to the owner of the property.

Ald. Martin presented the following orders, which were, on motion, duly passed:

Ordered, That the Chief of Police be and he is hereby directed to station a police officer at 37th street and California avenue to see that the Chicago

and Alton Railroad does not keep said street blocked.

Ordered, That the Chief of Police be and he is hereby directed to at once station a police officer at the corner of Clark and Washington streets to see if the Chicago City Railway Company run their cars out on both tracks as formerly and to see that cars are turned as soon as they reach the Washington street terminal, and are not permitted to remain at Washington street longer than is necessary to turn them.

SEVENTH WARD.

VACANCIES ON COMMITTEES FILLED.

Ald. Bennett presented the following resolution, which was, on motion, duly adopted:

Resolved, That the vacancies on committees caused by the resignation of Thomas Hunter be filled as follows:

Streets and Alleys, West Division, Frank L. Race.

State Legislation, Frank L. Race.

Fire Department, Frank L. Race.

Local Transportation, Charles M. Foell.

Ald. Bennett presented the following order:

Ordered,. That an order heretofore passed on October 22d, 1906, authorizing the purchase of Lot 11, Block 17, Superior Court Partition of the west half of the northwest quarter, Section 4, 38, 14, at a price not to exceed two thousand and seventy-nine ($2,079.00) dollars, be and the same is hereby amended by striking out the words "two thousand seventy-nine dollars" and the figures "$2,079.00" and inserting in lieu thereof the words and figures "two thousand one hundred eighty-nine ($2,189.00) dollars."

This action is taken in accordance with communication of the City Real Estate Agent, dated November 30th, 1906, and attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

Ald. Bennett presented the following order and communication:

DEPARTMENT OF PUBLIC WORKS,
December 3, 1906.

Hon. F. I. Bennett, Chairman, Committee on Finance:

DEAR SIR—Relative to the release of part of the reserve held by the city in the Roemheld & Gallery contract for the construction of the Archer Avenue bridge, I beg to advise you that the City Bridge Engineer reports that the bridge was opened to street car and foot traffic on the 24th ultimo, and that it is in first-class working order, and that only a little work, such as the boxing of machinery, etc., which will not interfere with the operation of the bridge, has to be done, which will cost about $2,000.

In view of this report, I respectfully recommend that the report of the Engineer be acted upon favorably.

Very truly yours,

WM. L. O'CONNELL,
Commissioner.

P. S. This work has been done according to plans and specifications.

WM. L. O'CONNELL,
Commisioner of Public Works.
By J. C. WERDELL,
Deputy Commisioner.

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of Roemheld & Gallery Company in the sum of seventeen thousand ($17,000.00) dollars, being a portion of reserve held by the city under contract with said Roemheld & Gallery Company for the superstructure of the Archer Avenue bridge, and the Comptroller is ordered to pay the same from the funds so held in reserve under said contract, *provided, however*, That the above voucher shall not be issued, nor payment made thereon until the written consent of the bondsmen of said Roemheld & Gallery shall be obtained or a new bond furnished the city.

This action is taken in accordance with the recommendation of the City Bridge Engineer, dated November 15th, and of the Commissioner of Public Works, dated December 3d, 1906, and attached hereto.

Ald. Bennett moved to pass the order.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

Ald. Bennett presented the claims of Critchell, Miller, Whitney & Barbour, and C. A. Drier, which were

Referred to the Committee on Finance.

Ald. Snow presented the following ordinance:

AN ORDINANCE

Providing for the vacation of certain portions of the public alleys in the block bounded by 32d street, Emerald avenue, 33d street and Union avenue, and for the dedication of a new public alley in said block.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the public alley dedicated by the Archbishop of Chicago, a corporation sole, under an ordinance passed by the City Council of the City of Chicago on July 2d, 1906, the same being the southern part of Lot six (6), in Bissell's Second Subdivision of the south one-half (½) of the east one-half (½) of Block eight (8), in Canal Trustees' Subdivision of the west one-half (½) of the northwest quarter (¼) of Section thirty-three (33), Township thirty-nine (39) North, Range fourteen (14), East of the Third Principal Meridian, being the alley running east and west as shown in red and marked "to be vacated" on the plat hereto attached, which is hereby made a part of this ordinance; also that portion of the sixteen foot public alley running north and south from 32d street to 33d street, between Emerald avenue and Union avenue, lying between the alley so dedicated in the southern portion of Lot six (6), Lot seven (7) and the north nine (9) feet of Lot eight (8) on the west, and Lots forty-three (43), forty-two (42) and forty-one (41) on the east, being that portion of the said alley shown in red and marked "to be vacated" on the said plat, be and the same are hereby vacated, provided, however, that if any part of either of said alleys so vacated shall at any time hereafter be used for any other than religious or educational purposes, then and in such case this ordinance shall be void and said vacation shall be for naught held.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, provided, however, that the said Archbishop of Chicago, who is the owner of Lot eight (8) in said subdivision, shall dedicate as a public alley and open to public use as such the south sixteen (16) feet of said Lot eight (8) in said subdivision, said portion of said Lot eight (8) being shown in yellow and marked "to be dedicated" in said plat hereto attached; and further that said Archbishop of Chicago shall file within sixty (60) days in the office of the Recorder of Deeds of Cook County a plat showing such vacation and such dedication, and in case of failure to so dedicate and open up a new alley as aforesaid, or to record the plat as aforesaid, within sixty (60) days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject, however, to the conditions of Section 2 as provided herein.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, **Nolan—64.**

Nays—**Brennan—1.**

The Board of Local Improvements submitted a recommendation, estimate and ordinance for water service pipes in Calumet avenue, between 67th street and 69th street.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Anthony avenue, from 93d street north, to cover houses, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Moynihan presented an order for an appropriation for transportation of bridge to 100th street and the Calumet River, which was

Referred to the Committee on Finance.

Ald. Moynihan presented orders for sewers and water supply pipes in Colfax, Kingston, Essex, Yates and Phillips avenues, which were

Referred to the Board of Local Improvements.

Ald. Derpa presented the following resolutions, which were ordered published and deferred one week:

WHEREAS, The Corporation Counsel of the City of Chicago in his opinion

rendered in 1905, and contained on page 625 of the opinions of the Corporation Counsel for that year pointed out that the City Council might enact an ordinance prohibiting telephone companies from charging in excess of the rates fixed by the city ordinance and providing penalties for violations of such ordinance;

WHEREAS, The information given by the Corporation Counsel with reference to such an ordinance with proper penalties has never been acted upon or passed by this City Council;

WHEREAS, The illegality of tolls charged by the telephone company for messages within the city and the method of securing their speedy abolition has been the subject of thought, discussion and legal opinion by the Corporation Counsel of the City of Chicago who deemed it important and endeavored to have it settled by the courts as is evidenced by the fact that in the Illinois Supreme Court in the quo warranto proceedings brought by the city had the subject brought at length to its attention;

WHEREAS, From the report submitted to-day by Assistant Corporation Counsel Maclay Hoyne it appears that more than one-half of the briefs filed on the part of both parties in the quo warranto case were taken up with the discussion of the "toll," but that the Supreme Court in its opinion in the 220th Ill. makes no reference whatever to this point;

WHEREAS, The pending quo warranto case in being prosecuted will be confined to the lines of the opinion of the Supreme Court, and for that reason will practically leave the "toll" question alone;

WHEREAS, The abolition of tolls within the city limits is a question separate and distinct from all negotiations for new franchises or extension of old franchises to the telephone company;

WHEREAS, The telephone company by opposing the contentions of the city on the "toll" question in the briefs filed in the Supreme Court publicly proclaims that it is unwilling to give the people their just rights and equal treatment without legal contest;

WHEREAS, Past experience with public utility corporations dealing with the people has shown that most is secured by the people by openly and constantly demanding and insisting upon the protection of their rights, and by bringing on court proceedings whenever they are necessary;

WHEREAS, In the efforts to secure transfers to the people of the north and west side street car lines it was at first urged that the subject be delayed until the solution of the traction problem, but that dealing with the transfer problem in the courts without delay saved the people of Chicago large sums of money, because had they waited with the transfer litigation until the solution of the traction franchise question the transfers would still be a thing of the future instead of a reality of the present; therefore be it

Resolved and Ordered, By the City Council, that the Corporation Counsel of the City of Chicago

FIRST-in line with his opinion of 1905 contained on page 625 of Opinions of Corporation Counsel for the year 1905, draft a proper ordinance which the City Council might enact prohibiting telephone companies from practicing extortion upon the people of Chicago in charging rates in excess of those provided by the law, and especially providing penalties for violations of such ordinance; further, it is hereby

Ordered and Resolved, That in view of the present status of the pending quo warranto proceedings the Corporation Counsel immediately file a bill for an injunction against the Chicago Telephone Company to restrain it from charging

tolls within the city limits for calls within the city limits to any of its subscribers or users of telephones; that this action be taken at once, independently of the pending franchise negotiations between the company and the city, just as were the proceedings to secure transfers on the North and West Side taken during the pendency of the much disputed traction question;

Resolved, further, That if the Chicago Telephone Company in retaliation for the city's effort to give all the people of Chicago an equal and just treatment should seek to change its charges, both within the toll prescribed districts, and in other sections of Chicago to higher rates, that such conduct be at once brought to the attention of this City Council, so that then more drastic action may be taken, and the Chicago Telephone Company may then be looked upon and regarded as an undesirable concern for renewal of its franchise ordinance.

Ald. Derpa presented the claim of Matt Gorzelany, which was

Referred to the Committee on Finance.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to have the telegraph poles located on the corner of 14th street and Blue Island avenue, and on the corner of 18th street and Blue Island avenue changed so that the said poles will be located a safe distance from the street car tracks, the street car tracks on the above streets having been changed on account of the rerouting of the Blue Island avenue cars.

TWELFTH WARD.

Ald. Zimmer presented an ordinance authorizing the Foley Manufacturing Company to place and operate a rope for transmitting power across the public alley north of 26th street, between Artesian avenue and Western avenue, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Zimmer presented the claim of S. P. Brannan, which was

Referred to the Committee on Finance.

Ald. Zimmer presented an order for sidewalks on Leavitt street, 24th street, 25th street and Irving avenue, which was

Referred to the Board of Local Improvements.

Ald. Uhlir presented an order for paving Albany avenue, from 12th street to Douglas boulevard, which was

Referred to the Board of Local Improvements.

THIRTEENTH WARD.

Ald. Riley presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section one (1) of an ordinance passed by said City Council, October 29, 1906, and found in the printed and published Proceedings of said Council of said date on pages 1794 and 1795, be amended so as to read as as follows:

"SECTION 1. That the twelve (12) foot north and south alley, being the east twelve (12) feet of the west seventeen and seventy-two hundredths (17.72) feet of that part of Lots three (3) and four (4), lying between the south line of Park avenue and the north line of West End avenue, of Curtis and Runyan's Subdivision of the east five (5) acres of the west half (½) of the southwest quarter (¼) of Section eleven (11), Town-

ship thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian, and also the alley running east and west, and lying between the west line of the above described north and south alley and a line twelve (12) feet east of and parallel to the west line of Lots one (1) and twelve (12), in Block two (2), of Garfield Park Addition to Chicago a re-subdivision of Blocks one (1), two (2) and three (3), in Evans' and others Subdivision of Blocks one (1) to four (4), in Osborn's Subdivision of the west five (5) acres of the east ten (10) acres of that part of the east half (½) of the west half (½) of the southwest quarter (¼), south of Lake street, in the said Section eleven (11), being those portions of the said alleys shown in red and marked "to be vacated" on the plat hereto attached and made a part hereof, and to which express reference is had; be and the same are hereby vacated and closed; provided, however, that this ordinance shall not become effective until S. H. Wheeler shall have executed and filed a plat in the office of the Recorder of Deeds of Cook County, Illinois, making a valid dedication to the City of Chicago for the use of the public of the east three and twenty-eight hundredths (3.28) feet of said Lots one (1) and twelve (12), in Block two (2), in Garfield Park Addition to Chicago, and the west eight and seventy-two hundredths (8.72) feet of Lots three (3) and four (4), in Curtis & Runyan's Subdivision of the east five (5) acres of the west half (½) of the southwest quarter (¼), all in Section 11, Township 39 North, Range 13, East of the Third Principal Meridian; said tract or strip of land being 12 feet in width and extending from a point 91 feet west of the west inside building line of Hamlin avenue to the north curb line of West End avenue, the portions of said lots so to be dedicated being those portions of said lots shown in yellow and marked "to be dedicated" on the said plat; and provided, further, that said plat shall be so filed within thirty (30) days from the date of the passage of this ordinance and that said two strips of land herein required to be dedicated be opened for public use within ninety (90) days from the passage of this ordinance."

SECTION 2. This ordinance shall take effect and be in force from and after its passage; provided, that if said two strips of land herein required to be dedicated be not so dedicated within thirty (30) days from the passage of this ordinance and be not opened for public use within ninety (90) days from the passage of this ordinance, then this ordinance shall be null and void and of no effect.

Which was, by unanimous consent, on motion of Ald. Riley, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

Ald. Riley presented the following order, which was, on motion, duly passed:

Ordered, That the Superintendent of Police install police patrol boxes in the following locations: Harvard street and Kedzie avenue, Harvard street and Homan avenue, Harvard street and Central Park avenue, Harvard street and and west side of Douglas boulevard.

Ald. Riley presented the claims of Chicago City Railway Company and R. A. Davis, which were

Referred to the Committee on Finance.

FOURTEENTH WARD.

Ald. Harkin presented an ordinance fixing the salary of the Mayor at $15,000 per annum, which was

Referred to the Committee on Finance.

FIFTEENTH WARD.

Ald. Smith presented the following resolutions, which were, on motion, duly adopted:

WHEREAS, The present street car facilities are notoriously unfit for the transportation of the people of Chicago, both in respect to the unclean condition of the cars, and the crowds that must be carried in each car, if they are to be carried at all; and,

WHEREAS, The question of improving the street car service in this city has been before the City Council and the public for nearly ten years; and,

WHEREAS, The failure on the part of the city authorities to agree among themselves on the conditions that should underlie a settlement with the present companies, has been seized upon by those companies as an excuse for their unwillingness to invest the necessary capital to bring their service up to the standard of excellence which the citizens of this city have a right to demand; and,

WHEREAS, The Supreme Court of the United States handed down a decision in March, 1906, in the so-called "ninety-nine year cases," which has removed all reasonable causes of difference between the city and the companies, except the price to be paid to the companies for their properties in the event of a purchase by the city; and,

WHEREAS,. It is expected that the experts employed by the city to set a valuation on the property of the traction companies, are about ready to present their report; therefore be it

Resolved, That the Committee on Local Transportation be and it is hereby instructed to determine at once the terms of settlement which in its judgment the city should exact from the traction companies, and come to a speedy agreement with the representatives of the companies as to the price to be paid for the existing property and rights of the companies in the event of a purchase of the surface transportation lines by the city; and be it further

Resolved, That it is the sense of this Council that ordinances providing for a complete and immediate settlement of the entire surface transportation problem in this city, should be reported to this Council before the end of the current year—to the end that the citizens of Chicago may no longer be humiliated and outraged for the sake of financial manipulation on the one hand, and political manipulation on the other, but that they be given relief from the intolerable conditions of service which they have so long and so patiently endured.

Ald. Beilfuss presented the claim of John Bierwirth, which was

Referred to the Committee on Finance.

SEVENTEENTH WARD.

Ald. Sitts presented the claim of Frank Hoffman, which was

Referred to the Committee on Finance.

EIGHTEENTH WARD.

Ald. Brennan presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted to P. Tyrrell Ward, doing

business as Tyrrell Ward & Co., his successors and assigns, to construct and maintain a platform not more than three (3) feet in height above the street grade on the north side of Lydia street, beginning at the corner of Desplaines street, and extending west a distance of not more than sixty-six (66) feet, nor more than six (6) feet in width. Said platform shall be constructed and maintained under the supervision and to the satisfaction of the Commissioner of Public Works, and shall be constructed and located substantially as shown on the plat which is hereto attached and made a part of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said P. Tyrrell Ward, the grantee herein, will, within ten (10) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, costs and expense whatsoever, which may be suffered by, may accrue against may be charged to or may be recovered from said city by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the construction or maintenance of said platform, or in failing to keep in repair any part of said platform during the life of this ordinance, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation thereof by the Mayor at his discretion, whereupon this ordinance shall become null and void; and the ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

SECTION 4. Said grantee shall not construct said platform or in any way disturb the sidewalk until he shall have secured the permission of the Departmentof Public Works to do so, and the same shall be constructed and maintained in a manner satisfactory to the Commissioner of Public Works, and the said grantee shall, during the life of this ordinance, so maintain the said platform that the surface thereof shall remain in good condition and repair, and all work done hereafter and by virtue of the rights and privileges granted by this ordinance shall be subject to and conform to such rules and regulations as the Commissioner of Public Works of said city may make for keeping in repair the portions of the sidewalk so used for said raised platform, and said grantee shall, at his own expense, keep and maintain such platform in good condition and repair to the satisfaction of said Commissioner of Public Works.

SECTION 5. The construction and maintenance of the platform herein authorized shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force relating to the use and maintenance of such platforms, bulkheads and sidewalks, and the use and maintenance of same shall be under the supervision

and to the satisfaction of the Commissioner of Public Works.

SECTION 6. Upon the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said platform and put the sidewalk in such condition as the Commissioner of Public Works may require, and as may be satisfactory to said Commissioner, and if the said grantee shall fail to remove said platform and put the sidewalk into satisfactory condition as herein provided, then the City of Chicago may, after giving ten (10) days' notice to the said grantee or his securities, remove said platform and put said sidewalk into such satisfactory condition at the expense and cost of said grantee, which said expense and cost the said grantee, in accepting this ordinance, agrees to pay on demand.

SECTION 7. In consideration of the privileges herein granted, said P. Tyrrell Ward shall pay to the City of Chicago the sum of twenty dollars per annum, in advance, each and every year during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. Upon default in the payment of any of the installments of compensation hereby fixed, at the time herein prescribed, the rights and privileges hereby granted shall cease and determine, and this ordinance shall become null and void.

SECTION 8. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within ten (10) days from the date of its passage said P. Tyrrell Ward shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance, and a bond as hereinbefore provided.

Which was, by unanimous consent, on motion of Ald. Brennan, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Powers presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Kellogg Switchboard and Supply Company, a corporation organized under the laws of Illinois, and having its principle place of business at the northwest corner of Congress and Green streets, Chicago, to construct and maintain a platform scale, 8½ by 14 feet, and the necessary operating appurtenances, in the alley running parallel with Green street, in the rear of said principal place of business of said Kellogg Switchboard and Supply Company, in the said City of Chicago. The location of said scale and the work of construction necessary in and about the placing of the said scale shall be done under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 2. The permission and authority hereby granted shall cease and determine ten years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. During the life of this or-

dinance the said grantee shall at all times keep this scale and the portion of the alley immediately surounding the same in good condition and repair and safe for public travel, to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 4. At the expiration of the term herein granted the said grantee, its successors or assigns, shall forthwith remove said scale and its appurtenances, and restore the alley to its proper condition to the satisfaction of the Commissioner of Public Works, so that the portion of said alley where this scale had been located shall be put in the same condition as the other parts of said alley in the same block.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense of any kind whatsoever which may be suffered by said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. The said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance and if at any time during the life of of this ordinance such bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. This ordinance shall be in force and effect from and after its passage, and upon the filing of an acceptance, in writing, of this ordinance by the said grantee, and a filing of the bond herein provided for.

SECTION 7. The said grantee agrees to pay to the City of Chicago, as compensation for said scale, the sum of twenty-five ($25.00) dollars per annum.

Which was, by unanimous consent, on motion of Ald. Powers, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

TWENTIETH WARD.

Ald. Stewart presented an order for paving alley bounded by Harrison, Flournoy and Robey streets and Hoyne avenue, which was

Referred to the Board of Local Improvements.

Ald. Finn presented an ordinance to compel owners of street railway cars and other vehicles for the transportation of passengers for hire, to ventilate same, which was

Referred to the Committee on Local Transportation.

Ald. Finn presented an order for paving alley in block bounded by Adams

street, Jackson boulevard, Loomis and Throop streets, which was

Referred to the Board of Local Improvements.

TWENTY-FIRST WARD.

Ald. Reese presented an ordinance in favor of the Chicago Dock and Canal Company for certain railroad tracks in Illinois street, east of Seneca street, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Foell presented the claim of Minnie Wedemyer, which was

Referred to the Committee on Finance.

Ald. Foell moved that the claim of Charles W. Moeller for personal injuries, placed on file July 5th, 1905, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

TWENTY-SECOND WARD.

Ald. Sullivan presented an order for a bridge over the Chicago River at Orleans street, which was

Referred to the Committee on Finance.

Ald. Dougherty presented the following ordinance, which was ordered published and referred to the Committee on Finance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The Commissioner of Public Works is hereby authorized, empowered and directed to establish, maintain and operate an ice plant in connection with and as a part of the water works system of the City of Chicago under the ordinances, rules and regulations governing the same.

SECTION 2. The business of said plant shall be to manufacture ice from water furnished by the City of Chicago and to supply the same to the various departments, agencies and institutions of, and under the control of said city.

Any ice manufactured as aforesaid in excess of the amount required by the city, may be sold to private consumers at a fixed price, not to exceed 20 per cent in excess of the net cost thereof.

SECTION 3. The money derived from the sale of ice so manufactured shall constitute a part of the revenue of the water office.

SECTION 4. This ordinance shall take effect and be in force from and after its passage.

TWENTY-THIRD WARD.

Ald. Werno presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Yondorf Brothers to erect canvas signs in front of their premises at North avenue and Larrabee street, upon wooden frames placed at curb, forty-nine feet on North avenue and one hundred and twenty-five feet on Larrabee street, for a period of twenty days from December 10th, subject to revocation at any time by the Mayor.

TWENTY-FIFTH WARD

Ald. Williston presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and is hereby directed to erect and maintain two gas lamps in front of the entrance to the Lake View Hospital, 1728 Belmont avenue.

Ald. Williston presented a communication from the Rogers Park Water Company concerning the closing of the company's mains by order of the Mayor, which was

Referred to the Committee on Finance.

Ald. Williston presented the claims of John W. Becker & Co., Agent, which were

Referred to the Committee on Finance.

Ald. Williston presented an order for the improvement of Addison street, Waveland avenue, Grace street, Cornelia avenue, Gary place, Pine Grove avenue, Reta avenue, Rokeby street, Wilton avenue and Alta Vista terrace, which was

Referred to the Board of Local Improvements.

Ald. Dunn presented a resolution for the rerouting of the cars of the Union Traction Company and for keeping street car tracks free from heavy teaming, which was

Referred to the Committee on Local Transportation.

Ald. Dunn presented an ordinance prohibiting the installation of telephone service to be used in connection with the placing of bets and wagers contrary to laws against gaming, which was

Referred to the Committee on Judiciary.

Ald. Dunn presented the following resolution:

WHEREAS, An ordinance is now pending in the City Council authorizing the Northwestern Railroad Company to build and operate a new station at a specified location on the West Side; and,

WHEREAS, It is important that this great improvement should be carried out in the manner best calculated to improve the railroad facilities of the city as a whole; and,

WHEREAS, The Committee on Railroads has been abolished and the Committee on Local Transportation is already overburdened with duties; now therefore be it

Resolved, That a Special Committee of eleven members of this Council be appointed by His Honor, the Mayor, to inquire and report to this Council concerning the said Northwestern railroad ordinance as a transportation project, and especially as to the relations of the proposed new station and the tracks appurtenant thereto, to other railway lines in the city, and to the public demand for railway development.

Ald. Dunn moved to adopt the resolution.

Ald. Scully moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for water service pipes in Lakeside terrace, betaween Rogers avenue and Birchwood avenue.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby instructed to lay water mains in North Leavitt street, from Byron street to Grace street, and in Grace street, from Hamilton avenue to Leavitt street, pro-

vided that they pay a permanent revenue of ten cents per lineal foot.

Ordered, That the Commissioner of Public Works be and he is hereby directed to put in a two (2) inch water supply pipe for the Ravenswood Presbyterian Church, located at the northwest corner of Hermitage and Cullom avenues, to connect with the city water main; said connection to be made for the sole purpose of furnishing power for the church organ, and to be without meter or cost to said church; provided, that the rights and privileges hereby granted may be revoked by the Mayor at any time at his discretion.

Ald. Lipps presented orders for a sewer in Grace street, from Hamilton avenue to North Leavitt street, also in North Leavitt street, from Byron to Grace street, which were

Referred to the Board of Local Improvements.

TWENTY-SEVENTH WARD.

Ald. Blase presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Milton place, from North 48th avenue to North 47th avenue, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Blase presented the claim of Anna S. Adams, which was

Referred to the Committee on Finance.

Ald. Blase presented orders for a sidewalk on Milwaukee avenue, from 60th avenue to city limits; on Raven street, from Norwood Park avenue to Milwaukee avenue, and on Carpenter road and Caldwell avenue, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a suplemental assessment for constructing a cement sidewalk on the south side of West Montrose avenue, from North Western avenue to the North Branch of the Chicago River.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in North Campbell avenue, between West Irving Park boulevard and West Montrose avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Rob-

erts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in North Washtenaw avenue, between Warsaw avenue and West Wellington street.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in West Wellington street, between North California avenue and Elston avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Larson presented an order for paving Humboldt street, which was

Referred to the Board of Local Improvements.

Ald. Herlihy presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Wm. Stoetzel to erect drug sign at 1983 Milwaukee avenue; said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Vincent Kaselli to erect barber pole at Milwaukee and Sacramento avenues; said barber pole shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Herlihy presented the claim of Victor Rathknecht, which was

Referred to the Committee on Finance.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permits for muslin signs for holiday trade, to be good until Janu-

ary 5, 1907, and to be revocable at any time by the Mayor at his discretion.

Ald. Wendling presented orders for opening Peoria street, from 52d to 53d street, and to extend sewer in Paulina street, from 43d to 46th street, which were

Referred to the Board of Local Improvements.

THIRTY-FIRST WARD.

Ald. O'Connell presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Fred T. Reid to erect and maintain a wooden sign in front of premises at 6056 Normal avenue; said sign to be erected and maintained in accordance with all the rules and regulations of the Department of Public Works, and said permit to be subject to revocation by the Mayor at any time in his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the west side of La Salle street, from 327 feet north of West 62d street to 442.7 feet south of West 62d street, etc.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented the following order, which was, on motion, duly passed:

WHEREAS, The Parker Washington Company in its work of constructing the Southwest Water Tunnel at West 73d and State streets, are exploding at all hours of the night and day, from nine to twelve sticks of dynamite at every blast, and are using no precautions by firing "blanket shots" or otherwise, to deaden or muffle same; and

WHEREAS, The said company is thereby working great destruction to the residence property in the vicinity and great detriment to the peace, health and comfort of all residents in the neighborhood for blocks around; therefore be it

Ordered, That the Commissioner of Public Works and the Commissioner of Health be and they are hereby directed to require the said Parker Washington Company to so modify the amount of fulminate used and the method employed in such blasting as to cease the damage to property, comfort and health complained of in the accompanying petition.

Ald. Fisher presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water supply pipe laid in West 73d place, from Ada street to Loomis street, providing same will pay a permanent annual revenue of ten (10c) cents per lineal foot.

Ald. Badenoch presented the claim of R. D. Hocking, which was

Referred to the Comittee on Finance.

THIRTY-THIRD WARD.

Ald. Bihl presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby ordered to extend the 6-inch water main in Butler street, from 118th street to the north line of alley between 117th and 118th streets, expense of same to be charged to appropriation covering the laying of water mains, etc.

Ald. Bihl presented an order for sidewalk on 119th street, which was

Referred to the Board of Local Improvements.

THIRTY-FOURTH WARD.

Ald. Kohout presented the following ordinance:

AN ORDINANCE

To amend an ordinance entitled "An ordinance requiring the Union Stock Yard and Transit Company of Chicago, the Chicago Junction Railroad Company, the South Side Elevated Railroad Company, the Chicago and Western Indiana Railroad Company, the Pittsburgh, Ft. Wayne and Chicago Railway, and its lessee, the Pennsylvania Company, the Chicago, Rock Island and Pacific Railway Company, the Lake Shore and Michigan Southern Railway Company and the Englewood Elevated Railroad Company, respectively, to elevate the plane of certain of their railway tracks within the City of Chicago, to change the grade of portions of certain streets and avenues in said city, and to construct and operate additional tracks," passed March 16th, 1903, and published on pages 2689 to 2722 inclusive, of the official records of the Council Proceedings of the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance requiring the Union Stock Yard and Transit Company of Chicago, the Chicago Junction Railroad Company, the South Side Elevated Railroad Company, the Chicago and Western Indiana Railroad Company, the Pittsburgh, Fort Wayne and Chicago Railway, and its lessee, the Pennsylvania Company, the Chicago, Rock Island and Pacific Railway Company, the Lake Shore and Michigan Southern Railway Company and the Englewood Elevated Railroad Company are, respectively, hereby ordered and required to elevate the plane of their roadbeds and tracks within certain limits of the City of Chicago," passed March 16th, 1903, and published on pages 2689 to 2722 inclusive, of the official records of the Council Proceedings of the City of Chicago be and the same is hereby amended as follows:

Amend Section 19, in the right hand column of page 2721, in the 5th line, by striking out the figures "1906" and in lieu thereof insert the figures "1907."

SECTION 2. All the provisions of the ordinance of March 16th, 1903, hereby amended, shall apply to all things provided for and embraced in this ordinance unless otherwise herein specially provided, and the rights, obligations, powers and duties of the City of Chicago and the Union Stock Yard and Transit Company of Chicago, the Chicago Junction Railroad Company, the South Side Elevated Railroad Company, the Chicago and Western Indiana Railroad Company, the Pittsburgh, Fort Wayne and Chicago Railway, and its lessee, the Pennsylvania Company, the Chicago, Rock Island and Pacific Railway Company, the Lake Shore and Michigan Southern Railway Company and the Englewood Elevated Railroad Company shall be the same in all respects as if said ordinance of March 16th, 1903, had originally contained all the matters and things contained in this ordinance, and said ordinance of March 16th, 1903, and this ordinance shall be construed together the same as if the matters and things herein specified had

been contained in said ordinance hereby amended.

SECTION 3. This ordinance shall take effect from and after its passage and approval, provided, however, that the same shall be null and void if said Union Stock Yard and Transit Company of Chicago and the Chicago Junction Railroad Company shall not within fifteen (15) days from the passage and approval of this ordinance file with the City Clerk of the City of Chicago an agreement or agreements, duly executed, whereby said companies shall undertake to do and perform all the matters and things required of them by this ordinance, after the filing of said agreement, as aforesaid, this ordinance shall be binding upon the city and said Union Stock Yard and Transit Company of Chicago and the Chicago Junction Railroad Company and shall not be materially modified or amended without the consent of said companies, but nothing in this ordinance contained shall be deemed a waiver or surrender of the police power of the City of Chicago or to deprive the city of the right to properly exercise such power.

Which was, by unanimous consent, on motion of Ald. Kohout, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

Ald. Kohout presented the claims of John K. Maly, Louis Derke, Mrs. Maroney, Jas. McNally, Susan Webb and John Hillis, which were

Referred to the Committee on Finance.

Ald. Kohout presented an order for a cement sidewalk on South 44th court between 22nd street and Ogden avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for water service pipes in South 44th court between West 14th street and West 16th street.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a supplemental assessment for water service pipes in Ogden avenue from South Albany avenue to South 40th avenue.

By unanimous consent, on motion of Ald. Nolan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris,

Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: on the south side of Madison street from Franklin avenue to Howard avenue, etc.

By unanimous consent, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on request of the Commisioner of Health for ten thousand dollars for contagious disease work, deferred and published November 26, 1906, page 2078.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an emergency appropriation of ten thousand ($10,000.00) dollars is hereby made for the use of the Health Department in contagious disease work, to be expended under the direction of the Commissioner of Health.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of Steven Golden, Michael Berry, John Gilligan, John Barrett, Martin Cunningham and Patrick Gallagher, for compensation for personal injuries, deferred and published November 26, 1906, page 2078.

Ald. Bennett moved to concur in the report and pass the order therewith, allowing the claim of Steven Golden.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Steven Golden in the sum of seventy-six and sixty one-hundredths ($76.60) dollars, same to be in full for all claims for injuries received May 20th, 1906, at the Fourteenth Street Pumping Station, said voucher to be issued upon the signing of a proper release, and the Comptroller is ordered to pay the same from the appropriation for salaries at the Fourteenth Street Pumping Station.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Michael Berry.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Michael Berry in the sum of sixty-nine ($69.00) dollars, same to be in full for injuries received on May 14th, 1906, and to be issued upon the signing of a proper release by said Michael Berry, and the Comptroller is ordered to pay the same from appropriations of the Water Pipe Extension Bureau.

Ald. Bennett moved to pass the order acompanying the report, allowing the claim of John Gilligan.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of John Gilligan in the sum of two hundred ($200.00) dollars, same to be in full for all claims, for injuries received December 2d, 1905, and to be issued upon the signing of a proper release by said John Gilligan, and the Comptroller is ordered to pay the same from appropriation for Water Pipe Extension Bureau.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of John Barrett.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of John Barrett in the sum of twenty-five ($25.00) dollars, same to be in full for all claims for injuries received on June 22, 1906, and to be issued upon the signing of a proper release by said John Barrett, and the Comptroller is ordered to pay the same from appropriations for wages at the Carter H. Harrison, Sr. Pumping Station.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Martin Cunningham.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Martin Cunningham in the sum of seventy-seven and sixty-two one-hundredths dollars ($77.62), same to be in full of all claims for injuries received May 5th, 1906, and to be issued upon the signing of a proper release by said Martin Cunningham, and the Comptroller is ordered to pay the same from appropriation for wages in the Water Pipe Extension Bureau.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Patrick Gallagher.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Patrick Gallagher in the sum of two hundred sixty-seven ($267.00) dollars, same to be in full for all claims of whatever kind or nature arising from an injury to said Patrick Gallagher on July 11, 1906, while in the employ of the city, and to be issued upon the signing of

a proper release, and the Comptroller is ordered to pay the same from the appropriation for laborers in the Sixth Ward.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claims of sundry persons for rebate of water taxes, deferred and published November 26, 1906, page 2079.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following persons in the amounts set opposite their names, same to be in full for all claims for rebates of water taxes paid on the properties named, and the Comptroller is ordered to pay the same.

C. H. Haring & Co., 866-938 Elston avenue ..... $ 32.00
Auburn Park Golf Club, 78th and Morban streets 33.80
F. C. L. Muehlke, 172 Sedgwick street 14.89
Owner 218 West 23d street (to be issued upon duplicate receipts and the giving of a bond saving the city harmless on account of the issuance on said duplicate receipts) 5.10
Dr. E. Luehr, 9148 Houston avenue 40.40
R. Wachman, 141 23d place 8.50
Jensen & DeKama, 686 West Foster avenue 48.15
Owner 625 Carmen avenue 2.40
Eagle Brewing Company, 1479-81 Webster avenue 54.30
F. A. Hill, 943 North Park avenue 19.00
Henry J. Gottschalk & Co., 404-410 Webster avenue 11.00

This action is taken upon the several recommendations of a Sub-Committee and reports of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of A. Lovreglio for refund of fine, deferred and published November 26, 1906, page 2080.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to A. Lovreglio the sum of twenty-five ($25.00) dollars, same being refund of fine paid by said Lovreglio, September 15th, 1906,

and charge same to the Finance Committee Fund, appropriation 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of Edward McMahan, Jasper Mau and James Johnson, deferred and published November 26, 1906, page 2080.

Ald. Bennett moved to concur in the report and pass the order therewith, allowing the claim of Edward McMahan.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Edward McMahan the sum of twenty-five dollars ($25.00), same to be in full of all claims of whatever kind or nature arising from or growing out of an accident to the cab of said Edward McMahan on August 11th, 1905, at the north approach of the State Street bridge, and the Comptroller is ordered to pay the same from the Finance Committee Fund, appropriations 1906.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Jasper Mau.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Jasper Mau the sum of seventy-five dollars ($75.00), same to be in full of all claims for injuries to horse on October 23rd, 1905, and the Comptroller is ordered to pay the same from the Finance Committee Fund, appropriations 1906.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of James Johnson.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller

be and he is hereby authorized and directed to pay to James Johnson the sum of thirty-three and sixty-six one-hundredths dollars ($33.66), same to be in full of all claims of whatever kind or nature arising from or growing out of an injury to said James Johnson on December 25, 1905, on the west side of Ashland avenue, near the right-of-way of the C. B. & Q. Railway, by reason of a defective sidewalk, and the Comptroller is ordered to pay the same from the Finance Committee Fund, appropriations 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Frank Montellbone, for compensation for personal injuries, deferred and published November 26, 1906, page 2081.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Frank Montellbone in the sum of forty-two dollars ($42.00), same to be in full of all claims of whatever kind or nature arising from injuries received by said Frank Montellbone on May 4th, 1906, and the Comptroller is ordered to pay the same from the appropriation for wages in the Bureau of Streets.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of P. Nacey Company, for refund for the building of brick vault for meter at Haines and North Branch streets, deferred and published November 26, 1906, page 2081.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of P. Nacey Company in the sum of sixty-two and ninety-five one-hundredths dollars, same to be in full of a claim for refund of amount paid for building brick vault for meter at 185-193 North Branch street, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of a subcommittee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on

Finance, on the claim of Jacob Schramm, for payment of water rebate, deferred and published November 26, 1906, page 2081.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue voucher to Jacob Schramm for the payment of ten and twenty-eight one-hundredths dollars ($10.28), made by him on water tax for 580 Twenty-seventh street, upon presentation of duplicate receipts and the giving of a proper bond, to save the city harmless on account of the issuance of said voucher.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on petition of Mary Thompson Hospital, for refund of amount paid for use of water, deferred and published November 26, 1906, page 2082.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of the Mary Thompson Hospital in the sum of twenty-six and fifty one-hundredths dollars ($26.50), same being refund for amount paid for permit for the use of water, No. 662, for building an addition to the Mary Thompson Hospital, and the Comptroller is ordered to pay the same from the Water Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Dora Weinshenker, for compensation for personal injuries, deferred and published November 26, 1906, page 2082.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—**64.**

Nays—Brennan—**1.**

The following is the order as passed:

Ordered, That the City Attorney be and he is hereby authorized and directed to allow judgment to be taken against the city in the sum of two hundred and fifty dollars ($250.00) in the case of Dora Weinshenker vs. the City of Chicago, and known as General No. 240662 Circuit Court of Cook County.

This action is taken in accordance with the report of the City Attorney attached hereto.

SPECIAL ORDER.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on an ordinance amending the Revised Code of 1905 concerning "wide tires" on vehicles, deferred and published November 19, 1906, page 2037, and deferred (with amendments) November 26, 1906, page 2121.

Ald. Williston presented the following amendments to the ordinance under consideration:

Amend Section 1, line 33, page 2038, by striking out the word "not."

Amend Section 1, line 37, page 2038, by striking out the word "not."

Ald. Williston moved to adopt the amendments.

Ald. Dixon moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Riley, Considine, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Badenoch, Bihl, Kohout, Nolan—48.

Nays—Young, McCoid, Bennett, Cullerton, Zimmer, Uhlir, Harkin, Dever, Brennan, Conlon, Powers, Finn, Krumholz, Dunn, Williston, Fisher—16.

Ald. Moynihan moved to adopt the amendments to the ordinance under consideration, deferred and published November 26, 1906, page 2121, left hand column.

Ald. Badenoch moved that the amendments published on page 2121, right hand column, be substituted for the amendments offered by Ald. Moynihan.

Ald. Dever moved to lay on the table the motion to substitute.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Harding, Dixon, Foreman Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Harris, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Smith. Beilfuss, Nowicki, Sitts, Dever, Powers, Bowler, Stewart, Finn, Sullivan, Dougherty, Werno, Jacobs, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Golombiewski, Bradley, Roberts, Fisher, Bihl—44.

Nays—Kenna, Coughlin, Moynihan, Derpa, Cullerton, Schermann, Brennan, Conlon, Reese, Foell, Hahne, Krumholz, Wendling, O'Connell, Badenoch, Kohout, Nolan—17.

Ald. Moynihan moved to adopt the amendment printed at the top of the right hand column, page 2121.

Ald. Dever moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Harris, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Stewart, Finn, Foell, Sullivan, Dougherty, Werno, Jacobs, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Golombiewski, Bradley, Roberts, Fisher, Bihl—45.

Nays—Kenna, Coughlin, Moynihan, Derpa, Cullerton, Brennan, Powers, Bowler, Reese, Hahne, Krumholz, Wendling, O'Connell, Badenoch, Kohout, Nolan—16.

Ald. Badenoch presented a petition from certain wagon manufacturers protesting against the passage of the ordinance under consideration, and moved that it be placed on file.

The motion prevailed.

Ald. Dever moved to pass the ordinance as recommended by the Committee on Judiciary.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Harris, Scully, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, Roberts, Fisher, Bihl, Kohout, Nolan—58.

Nays—Moynihan, Derpa, Cullerton, O'Connell, Badenoch—5.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall be unlawful for any person or corporation to transport, haul, drive, propel or convey, or cause or permit any of his or its agents or employes to transport, haul, drive, propel or convey, any load, weight or burden over or through any of the streets, avenues or alleys of the city on any wagon or other wheeled vehicle, unless such wagon or other vehicle is equipped with flat or straight faced tires with oval edges of not less than the following widths for the following loads:

On four-wheeled wagons or other four-wheeled vehicles the tires on all four wheels shall be as follows:

For any load or burden amounting to two thousand pounds, not less than one inch;

For any load or burden exceeding two thousand pounds, but not exceeding three thousand pounds, not less than one and one-half inches;

For any load or burden exceeding three thousand pounds, but not exceeding four thousand pounds, not less than two inches;

For any load or burden exceeding four thousand pounds, but not exceeding five thousand pounds, not less than two and one-half inches;

For any load or burden exceeding five thousand pounds, but not exceeding six thousand pounds, not less than three inches;

For any load or burden exceeding six thousand pounds, but not exceeding seven thousand pounds, not less than three and one-half inches.

For any load or burden exceeding seven thousand pounds, but not exceeding nine thousand pounds, not less than four inches;

For any load or burden exceeding nine thousand pounds, but not exceeding ten thousand pounds, not less than five inches;

For any load or burden exceeding ten thousand pounds, but not exceeding eleven thousand pounds, not less than five and one-half inches;

For any load or burden exceeding eleven thousand pounds, but not exceeding twelve thousand pounds, not less than six inches;

For any load or burden exceeding twelve thousand pounds, but not exceeding fourteen thousand pounds, not less than six and one-half inches;

For any load or burden exceeding fourteen thousand pounds, but not exceeding sixteen thousand pounds, not less than seven inches;

For any load or burden exceeding sixteen thousand pounds, but not exceeding eighteen thousand pounds, not less than seven and one-half inches;

For any load or burden exceeding eighteen thousand pounds, not less than eight inches.

To measure the width of the tires on any given wagon or other wheeled vehicle, as herein provided, the tires shall be measured from side to side over all.

To determine what width of tires is required on any given wagon or other four-wheeled vehicle, as herein provided, the weight of the wagon or other four-wheeled vehicle shall not be included in the load, weight or burden.

On two-wheeled carts or other two-wheeled vehicles the width of tires shall be double the width of tires for the same load or burden as herein required for four-wheeled wagons or other four-wheeled vehicles, and in determining the width of

the tire the weight of such cart or other two-wheeled vehicle shall not be included in the load, weight or burden.

SECTION 2. This ordinance shall not be construed as applying to wagons or wheeled vehicles with rubber tires, or street cars running on metallic rails.

SECTION 3. Every wagon or wheeled vehicle required to have tires of widths as prescribed by this ordinance shall have fixed in some conspicuous place thereon, in plain letters and figures, the weight in pounds of such wagon or wheeled vehicle, and also the legal capacity in pounds of the same determined according to the width of the tires as herein provided.

SECTION 4. Any person or corporation violating any of the provisions of this ordinance shall be fined not less than twenty-five dollars nor more than one hundred dollars for each offense, and a separate offense shall be regarded as having been committed for each day during which said person or corporation shall continue in such violation.

SECTION 5. This ordinance shall be in full force and effect from and after the first day of May, A. D. 1907.

SPECIAL ORDER.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Section 2162 of the Revised Code of 1905 in re driving vehicles, etc. ("rules of the road"), deferred and published November 19, 1906, page 2039, and deferred (with amendments), November 26, 1906, page 2122.

Ald. Dever moved to amend the ordinance under consideration as printed November 19, 1906, page 2039, by inserting the word "automobile" after the word "dray" in the second line of Section 1, (a).

The motion prevailed.

Ald. Snow moved to adopt the amendments printed November 26, 1906, page 2122.

The motion prevailed.

Ald. Dever moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—60.

Nays—Martin, Cullerton, O'Connell—3.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2162 of the General Ordinances be amended by adding thereto the following:

a. (Driving in Street Car Tracks.) No person shall be permitted to drive a truck, dray, automobile or other vehicle upon any of the streets of the city with any wheel thereof within the space occupied by the car tracks thereon unless all of the wheels of such truck, dray or other vehicle are within the space bounded on the

right by the outer edge of the right outer rail and on the left by the outer edge of the left outer rail of said tracks except when driving on or off of said space.

b. (Stopping at Curbs.) No vehicle shall stop with its left side to the curb.

c. (Driving, Backing, Etc., on Sidewalks.) It shall not be lawful for any public cartman, or for any person driving or having charge of any truck, wagon, automobile, or other vehicle, to drive and back any such public truck, or any other truck, wagon, automobile or other vehicle, on to the sidewalk of any of the streets of said city, except as hereinafter provided, or to stop any such truck, wagon, automobile or any other vehicle on any of the cross walks or intersections of streets so as to obstruct or hinder the travel along such cross walks or intersections of streets, or to place any such trucks, wagons, automobiles or other vehicles crosswise of any streets of said city, except to load thereon or unload therefrom, but in no case shall it be lawful for any person to permit such truck, wagon, automobile or other vehicle to remain so crosswise of any street for a longer period than may be actually necessary for such purposes; but it shall be lawful for the owner or occupant of any store, warehouse or building on any street or avenue in which the rails of any railroad company are laid so close to the curb stones as to prevent the owners or occupants from keeping any such truck, wagon, automobile or other vehicle in the carriageway in front of his place of business without interference of the passing cars of any such railroad company to occupy with such truck, wagon, automobile or other vehicle during business hours so much of the sidewalks as may be necessary for such truck, wagon, automobile or other vehicle, provided that sufficient space be retained for the passage of pedestrians between the truck, wagon, automobile or other vehicle so permitted to occupy such portion of the sidewalk and the stoop in front of every such store, warehouse or other building.

d. (Backing Vehicles to Curb.) In no case shall vehicles remain backed up to the curb except when actually loading or unloading.

e. (Obstructing Crossings.) No vehicle shall stop, except in case of accident or other emergency, or when directed to stop by the police, in such a way as to obstruct any street crossing or within five (5) feet of any such street crossing.

f. (Signal for Automobile.) Every person driving an automobile or motor vehicle shall, at the request or signal by putting up the hand, from a person driving or riding a frightened horse or horses, cause the automobile to immediately stop, and to remain stationary as long as may be necessary to allow said horse or horses to pass.

g. (Vehicles Passing.) All vehicles shall keep as close to the right hand curb as safety and prudence shall permit, except when overtaking and passing another vehicle, and except when running within the car tracks as provided in Section 1 (a) hereof. An overtaken vehicle must at all times be passed on its left side.

h. (Traffic Not to Be Obstructed.) No vehicle shall be allowed to remain upon or drive through any street of the City of Chicago so as to wilfully blockade or obstruct the traffic of that street.

i. (Age of Driver.) Drivers or persons in charge of or driving vehicles for hire shall not be less than sixteen years of age.

j. (Vehicles Crossing Intersecting Streets.) All vehicles, when turning corners to the right, must be kept inside the center of the street; when turning corners to the left drivers of vehicles must pass to the right of the central point of the street intersection.

k. (Penalty.) Any person violating any of the provisions of this ordinance shall be fined not less than five ($5.00) dollars nor more than fifty ($50.00) dollars for each offense.

l. (Exceptions.) This ordinance shall not apply to street cars running on metallic rails.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License, on an ordinance licensing and regulating sale stables, deferred and published November 26, 1906, page 2085.

Ald. Pringle moved to amend the ordinance as printed, by striking out the words "licensed hereunder" from line 2 of Section 5, page 2085.

The motion prevailed.

Ald. Moynihan moved to amend the ordinance further by striking out the words and figures, "twenty-five ($25.00)" from line 3 of Section 4, and by inserting in lieu thereof the word and figures, "ten ($10.00)."

Ald. McCormick moved to lay on the table the motion to amend.

The motion to lay on the table prevailed.

Ald. Dunn moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Providing for the licensing and regulation of sale stables.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. No person, firm or corporation shall engage in the business of keeping a sale stable without first procuring a license therefor in the manner hereinafter set forth; Provided, however, that any corporation, copartnership or person now or hereafter having a license to conduct a livery or boarding stable in the City of Chicago may, during the period covered by such license, conduct a sale stable in connection therewith without a sale stable license.

SECTION 2. A sale stable is hereby defined to mean any barn, stable, building, enclosure or other place where the business of buying and selling horses is carried on.

SECTION 3. Any person, firm, or corporation desiring to keep, conduct or operate a sale stable shall make application to the Mayor on a form to be provided by the City Collector. Such application shall set forth the name of the applicant, and, if an individual or individuals, the place of his or their residence, and if a corporation, the names of its officers and their places of residence. Such application shall also contain the location of the place at which it is intended to keep or conduct such sale stable. Such applicant shall also furnish evidence satisfactory to the Mayor of his or their good character and responsibility, or in the case of a corporation, of the good character and responsibility of its officers.

SECTION 4. Upon complying with the foregoing conditions and the payment of an annual license fee of twenty-five ($25) dollars, the applicant shall receive a license authorizing such person, firm or corporation to keep and conduct a sale stable at the place designated in said license, subject, however, to all ordinances of the City of Chicago in force at the time of the issuance of such license and during the term for which it is granted.

SECTION 5. Every keeper of a sale stable shall keep a book in which shall be fairly written, at the time of the purchase of each and every horse bought by him, an accurate description of such horse, which shall show the sex, height, color, and distinguishing marks of such horse, and which shall also contain the name, residence and description of the person from whom such horse was bought, the price paid therefor, the precise time of making such purchase, and, if again sold, the date of such sale, together with the name and address of the person to whom the same was sold; said book shall, at all reasonable times, be open to the inspection of the Mayor, and any member of the police force.

SECTION 6. It shall be the duty of every licensed keeper of a sale stable to make out and deliver to the superintendent of police not less than once a week a legible and correct copy from the book required in the last preceding section, showing all the purchases of horses made by him during the preceding week, or from the time of making the last previous report, up to the time of making such report.

SECTION 7. Any person who shall violate or refuse to comply with any of the provisions of this ordinance shall be fined not less than ten nor more than one hundred dollars for each offense, and every license granted hereunder shall be subject to revocation by the Mayor within his discretion for violation of any of the provisions of this ordinance or for any improper or dishonest practices of any kind on the part of the licensee.

SECTION 8. This ordinance shall be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an order in favor of Tom Chamales, to erect four lamp posts, deferred and published October 22, 1906, page 1733.

Ald. Bihl moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Tom Chamales to erect and maintain four electric light lamp posts in front of building at Nos. 363, 365 and 367 Wabash avenue in accordance with plans hereto attached.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to the Illinois Vinegar Manufacturing Company to maintain a switch track, deferred and published November 26, 1906, page 2086.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinanse was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Rob-

erts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting Illinois Vinegar Manufacturing Co. authority to lay down, maintain and operate a single railroad switch track across West Forty-seventh place, West Forty-eighth street and two public alleys.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to the Illinois Vinegar Manufacturing Co., its successors and assigns, to lay down, construct, maintain and operate a single railroad switch track from a connection with the existing track of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, between the first alley south of West 47th street and West 47th place, thence in a southwesterly and southerly direction across West 47th place, the public alley south of West 47th place, West 48th street and the public alley south of West 48th street, and the intervening private property, substantially as shown on the blue print hereto attached, which is hereby made a part of this ordinance, the proposed switch track being shown in red thereon and marked "Proposed sidetrack for Illinois Vinegar Mfg. Co."

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and, in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of all public streets and alleys as are occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore the portions of the public streets and alleys occupied by said switch track to a condition safe for public travel similar to the remaining portions of said public streets and alleys in the same blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in or about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted, the said Illinois Vinegar Manufacturing Co. shall pay to the City of Chicago the sum of one hundred seventy-one ($171.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or its assigns, shall fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file its written acceptance and the bond hereinabove provided for within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance granting permission to George Lomax to construct a subway or tunnel to connect buildings now in course of construction, deferred and published November 26, 1906, page 2088.

Ald. Snow moved to fill the blank in Section 6 of the ordinance under consideration by inserting therein the words and figures "fifty ($50.00)."

The motion prevailed.

Ald. Harris moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing the construction of a subway under a certain alley.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby granted to George Lomax, his successors and assigns, to construct and maintain a subway or tunnel; said subway or tunnel not to exceed four (4) feet in width or over four (4) feet in height inside measurement, across a public street in the City of Chicago known as Oswego street at a point about one hundred (100) feet, more or less, north of the north line of Kinzie street, and between the properties of said George Lomax on the west side of said Oswego street, and the property of said George Lomax on the east side of said Oswego street, for the purpose of conduits, pipes and communications between said properties for the sole use of said George Lomax, his successors or assigns and the tenants and occupants of said buildings.

The said subway or tunnel shall be constructed under the direction and supervision and to the satisfaction of the Commissioner of Public Works, and shall be maintained in such a manner as not to interfere with the use of said public street for the purposes of a public thoroughfare. If at any time the surface of said public street shall become in any way disturbed by said subway or tunnel, the grantee herein shall restore said street, in, above and about said tunnel to a condition satisfactory to the Commissioner of Public Works.

SECTION 2. No work shall be done in or about the construction of the subway or tunnel until the plans and specifications for the construction of the same shall first have been approved by the Commissioner of Public Works, and a permit shall first have been issued by said Commissioner authorizing the commencement of said work. All changes in water pipes, gas pipes, sewer pipes or other pipes of any description and conduits necessitated by the construction of said subway or tunnel, shall be at the expense of said George Lomax, and shall be made under the direction and to the satisfaction and approval of the Commissioner of Public Works. The privilege is hereby reserved to the City of Chicago to make any or all of these changes with its own employes, if deemed advisable, the expense of such work to be borne by said George Lomax or his assigns.

SECTION 3. The Commissioner of Public Works shall have the right to enter said subway or tunnel at all times while such subway or tunnel shall be used or maintained by said grantee, or his assigns, for the purpose of ordering any changes, repairs or alterations made in said subway or tunnel which he may deem necessary for public travel, and if at any time hereafter the said grantee, or his assigns, shall abandon said subway or tunnel it shall be filled up and the ground underneath said street restored to a good and safe condition, satisfactory to the Commissioner of Public Works of the City of Chicago, the expense of such work to be borne by said George Lomax. All changes ordered by said Commissioner, as herein provided, shall be made at the sole expense of the grantee.

During the life of this ordinance said grantee, his successors and assigns, shall at all times keep the street in which said subway or tunnel is located in a condition safe for public travel, to the satisfaction of the Commissioner of Public Works, and the permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to or regulating the use of space underneath public streets and alleys, and the maintenance of subways or tunnels therein.

SECTION 4. No work shall be done under authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor; conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage and expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done or omitted by said grantee under or by authority of the permission herein given; and conditioned further to observe all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordi-

nance said bond shall not be in full force then the privileges and authority herein granted shall thereupon cease.

SECTION 5. The rights and privileges herein granted shall cease and terminate at the expiration of ten (10) years from the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor, and this ordinance shall at any time be subject to modification, amendment or repeal, and in case of repeal all privileges hereby granted shall thereupon immediately terminate.

SECTION 6. In consideration of the rights and privileges herein granted said George Lomax, his successors and assigns, shall pay as compensation therefor, the sum of fifty ($50.00) dollars per year, in advance, for each and every year during which said subway or tunnel shall be used and maintained; payments to be made at the office of the City Comptroller of the City of Chicago; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his successors and assigns, shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; Provided, that said grantee file an acceptance in writing, together with the bond hereinbefore provided for, within sixty (60) days from the passage of this ordinance.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Sections 730 and 731 of the Revised Code of 1905 in re shut-off valves for electric wires and gas pipes which enter buildings, deferred and published October 29, 1906, page 1840.

Ald. Riley moved to recommit the report and ordinance to the Committee on Building Department.

The motion prevailed.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Section 655 of the Revised Code of 1905, in re storage of lumber, deferred and published November 12, 1906, page 1986.

Ald. Coughlin moved to defer consideration thereon one week.

The motion prevailed.

The Clerk, on motion of Ald. Reese, presented the report of the Committee on Water Department, on an ordinace in re rates for water used other than through regular water mains, deferred and published November 12, 1906, page 1987.

Ald. Reese moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—64.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. All persons, firms or corporations taking water from any water tunnel constructed by the City of Chicago

by means of a direct connection therewith, shall pay for such water the meter rates prescribed by the Revised Municipal Code of Chicago of 1905 less two (2) cents per thousand gallons. All such water shall be measured by meters installed by the user at his own expense, and all such meters shall be approved by the Commissioner of Public Works.

SECTION 2. All persons, firms or corporations drawing any water from any conduit constructed by the City of Chicago other than a water tunnel shall pay therefor at the rate of one dollar ($1.00) per year per horse power when such water is used for condensing purposes only, and an additional charge of fifty (50) cents per horse power per year when such water is used for boiler feed purposes. Whenever any water is drawn from such conduit for purposes other than condensing or boiler feed, the user thereof shall pay the meter rates prescribed by the Revised Municipal Code of Chicago of 1905 less two and one-half (2½) cents per thousand gallons. All water drawn from such conduits and used for purposes other than condensing or boiler feed shall be supplied by a separate pump and measured by a meter installed by the user thereof at his own expense, each meter to be approved by the Commissioner of Public Works.

SECTION 3. All persons, firms or corporations drawing water from Lake Michigan or the Chicago River or any branch thereof and conducting the same through pipes or conduits laid in public streets or alleys, shall pay to the city for the use of such street or alley seventy-five (75) cents per horse power per year where such water is used solely for condensing purposes, and where such water is used for boiler feed purposes an additional charge of thirty-five (35) cents per horse power per year shall be paid. When any water drawn through such pipes or conduits is used for purposes other than condensing or boiler feed, the charge therefor shall be one and one-half (1½) cents per thousand gallons, and all such water shall be pumped by separate pump and measured by a meter installed by the user thereof, such meter to be approved by the Commissioner of Public Works.

SECTION 4. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Kohout, presented the report of the select Committee on Track Elevation, recommending an ordinance requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of its roadbed and certain of its railway tracks within the City of Chicago, which ordinance was prepared in place of the ordinance passed February 19, 1900, and under which no work has been done, deferred and published November 12, 1906, page 1988.

Ald. Conlon moved to defer consideration thereon one week.

The motion was lost.

Ald. Kohout moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Siewert, Blase, Larson, Herlihy, Wendling, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl, Kohout, Nolan—52.

Nays—Brennan, Conlon, Powers, Bowler—4.

The following is the ordinance as passed:

AN ORDINANCE

Requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbed and railway tracks within the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The Chicago Terminal Tranfer Railroad Company is hereby ordered and required to elevate the plane of its roadbed and tracks within certain limits of the City of Chicago in manner and upon the conditions hereinafter specified, that is to say:

Paragraph 1. Beginning at a point on the south line of West Twelfth street on the existing elevated roadbed and tracks at an elevation of about 19.2 feet above city datum, as established by ordinance passed by the City Council of the City of Chicago January 18, 1897, and published on pages 1440 to 1457 inclusive, of the official records of the Council Procedings, from said initial point said elevated roadbed and tracks of the Chicago Terminal Transfer Railroad Company shall continue in a northerly and westerly direction on a gradient of about 0.40 per centum for a distance of about four hundred and fifty (450) feet to a point about on the west line of Rockwell street, where an elevation of not less than 21.0 feet above city datum shall be attained, and crossing at grade in said last mentioned course the existing elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway and the Chicago and Northwestern Railway Companies, as prescribed by ordinance passed January 18, 1897; thence said elevated roadbed and tracks shall continue in a northerly and westerly direction on an ascending gradient of about 0.39 per centum for a distance of about one thousand three hundred and twenty (1,320) feet to a point about 20 feet east of the east line of South California avenue, where an elevation of not less than 26.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.019 per centum for a distance of about two thousand six hundred and eighty (2,680) feet to a point about 20 feet east of the east line of South Kedzie avenue, where an elevation of not less than 26.5 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level grade for a distance of about one-thousand four-hundred and forty-five (1,445) feet to a point about 20 feet west of the west line of South Homan avenue where an elevation of not less than 26.5 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.26 per centum for a distance of about one thousand three hundred and twenty-five (1,325) feet to a point about 20 feet west of the west line of South Central Park avenue where an elevation of about 30.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.35 per centum for a distance of about one thousand (1,000) feet to a point about 20 feet east of the east line of Douglas boulevard where an elevation of not less than 33.5 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level grade for a distance of about two thousand nine hundred and sixty (2,960) feet to a point about on the west line of South 42d avenue where the same elvation of 33.5 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.208 per centum for a distance of

about one thousand three hundred and twenty (1,320) feet to a point about on the west line of South Forty-fourth avenue where an elevation of not less than 36.25 feet above city datum shall be attained, as established by ordinance passed by the City Council of the City of Chicago October 15, 1906, and published on pages 1506 to 1523 inclusive of the official records of the Council Proceedings.

Paragraph 2. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Paragraph 3. The railroad company mentioned in this ordinance is hereby authorized to make such connections with and such changes in the position, number and alignment of its main and side tracks, and switch connections upon its roadbed and tracks where elevated as may be desirable in order to carry out the provisions of this ordinance.

Section 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, brokenstone or whatever else may compose the surplus materials excavated from the subways and from the foundation pits and trenches along the lines of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right-of-way of said company such portion of said embankments at all such points shall be kept within said right-of-way lines by, or they shall be confined between retaining walls of stone, concrete or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to properly protect said right-of-way, and to prevent trespassing thereon, then said retaining walls as aforesaid shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all the right-of-way of said company shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

Section 3. The said elevated tracks shall be carried across all intervening streets, avenues and alleys which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans whose superstructure shall consist of iron or steel girders with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm-water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad's right-of-way and in center and curb lines of the intersecting avenues and streets.

Section 4, Paragraph 1. Subways shall be constructed beneath the tracks of the Chicago Terminal Transfer Railroad Company where said tracks are intersected and crossed by South Washtenaw avenue, South Fairfield avenue, South California avenue, South Francisco avenue, South Sacramento avenue, South Albany avenue, South Kedzie avenue, South Spaulding avenue, South Homan avenue, South Central Park avenue, Douglas boulevard, South Springfield avenue, South Fortieth avenue, South Forty-first avenue, South Forty-second avenue and South Forty-third avenue.

Section 4a. The several subways hereinbefore referred to in Section 4 of this ordinance, and which shall be constructed with the elevation upon which such

tracks are to be placed, shall as to their size and dimensions, locations and other details be in accordance with the following schedule:

Subway in South Washtenaw Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.9 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 10.6 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in South Fairfield Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 0.7 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South California Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 1.2 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts

in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Francisco Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

There shall be no depression of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Sacramento Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

There shall be no depression of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Albany Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 1.5 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.6 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street, including the alley on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Kedzie Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Taylor street and the alley south of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks out-

side of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Spaulding Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.5 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 fet to a connection with the present surface of street, including the east and west approaches into the alley.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Homan Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.6 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the north and south approaches into West Taylor street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one in the center of the roadway to support lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Central Park Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.1 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 16.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into West Taylor street and the alley on the west side of Central Park avenue and south of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Douglas Boulevard, Under the Chicago Terminal Transfer Railroad. (Boulevard, 250 Feet Wide).

This subway shall be constructed of such dimensions and according to such plans as may be agreed upon between the West Chicago Park Commisioners and the said Chicago Terminal Transfer Railroad Company.

Subway in South Springfield Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exced 2.4 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 19.8 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street, including the alley on the south side of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room 12.0 feet.

Subway in South Fortieth Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 73 Feet Wide).

The depression of the street shall not exceed 3.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 19.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alleys on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Forty-first Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.7 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.0 feet above city datum. This level shall

extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alley on the south side of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Forty-second Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alley on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Forty-third Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.63 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.87 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

SECTION 4b. The grade of all the streets that intersect the approaches to subways described in Section 4 of this ordinance shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of the approaches connects with

the present grade of street, and said vertical curve shall extend not less than twenty feet each side of said intersection of grades, and the middle ordinate of the vertical curve shall be equal to one-quarter of the difference between the elevation of the points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be required for the depression of such subways and approaches thereto. But the depressed portion of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and similar substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found, shall be replaced or suitable expedients and arrangements shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by said railroad company as indicated in Section 4a, at its sole expense, and under the immediate supervision and to the satismaction of the Commissioner of Public Works of the City of Chicago. And if in the construction of any of of said subways or approaches it shall become necessary to disturb, remove or destroy any pipes, conduits, wire or other property belonging to any private corporation or individual, all the cost and expense thereof and all damages thereto shall be borne and assumed by the City of Chicago and the said City will by condemnation, purchase or otherwise, secure to said railroad company the free and uninterrupted right to prosecute its work and will save the said railroad company harmless from any and all claims, demands, and suits arising therefrom and all damages which may be recovered therefor.

SECTION 6. The grade of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed in accordance with the provisions of this ordinance along the line of the several subways, shall be and the same are hereby changed so as to conform to the grades of said subways as they shall be depressed and constructed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several depressed subways provided for in this ordinance, by the construction of receiving basins properly located in or immediately adjacent to said subways which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways shall be below the grade of the adjacent sewers, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said company at its expense.

SECTION 8, Paragraph 1. The subways and approaches thereto so to be constructed by said company in said streets and avenues aforesaid shall all conform to the following structural requirements, viz.: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound, hard limestone or concrete masonry of standard dimensions and finish. and the sidewalks in the subways shall be finished and paved with Portland cement concrete of standard quality and workmanship; and the curbing and roadway paving shall be made, finished and put in permanent place in accordance

with the requirements of the Department of Public Works of the City of Chicago. The approaches to subways shall be excavated to the grade established by this ordinance and shall be in all other respects restored as near as may be to their former condition before being so excavated. Said railroad company shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars, conditioned that it shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, said railroad company hereby agrees to keep and maintain the improvement made by it without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for the period of ten (10) years from and after the completion and acctptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned by or through the use of faulty material or workmanship; provided, however, said railroad company shall not be required to keep or maintain any part of said improvement made under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago.

If said railroad company shall fail, neglect or refuse to repair, keep and maintain the said work done by it in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do, or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from the said railroad company as is mentioned in this ordinance.

Paragraph 2. As tto the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railroad company, except that said railroad company is not required to restore any part of the paving of approaches or subways which it may be the duty of any street railway company or other corporation itself to restore under existing laws and ordinances.

Paragraph 3. Said company shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said company as is mentioned in this ordinance, except that said company shall not be required to pave any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by said elevated railroad shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages, conform the grade of its track or tracks to the said change of grade of said street, and nothing in this ordinance snall operate or be held to relieve such street railway com-

panies from any liability now existing, however created, to pave or bear the expense of paving such streets between or on either side of the rails of its said tracks in the manner and form as now required.

Paragraph 5. Nothing in this ordinance contained shall be construed as to require said railroad company to assume or pay any direct, incidental or consequential damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation, depression or change of grade made in any of the public avenues, streets or alleys, or by the elevation of the tracks of said railroad company as herein required to be elevated, or to defend any suit or suits which may be brought against any party or parties for the recovery of such damages; be it understood and the City of Chicago hereby agrees that all such damages if any there be, shall be adjusted and paid by the City of Chicago and said city will, and hereby agrees, to assume the defense of any and all suits brought for the recovery of all such alleged damages, intervening therein if necessary for the purpose, and will wholly relieve sail railroad company from defending the same and hereby assumes and agrees to pay all judgments recovered against said railroad company.

The above stipulations in this paragraph are upon the condition precendent that in case any suit be brought against said railroad company, said company will before the last day to plead therein give notice in writing of such suit and of such service to the Mayor and the Corporation Counsel of said city for the purpose of enabling such defense to be made by the city.

Paragraph 6. Said railroad company and any contractor employed by it in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

Section 9. All the work hereinbefore in this ordinance required to be done by said company upon or in connection with the public avenues and streets of the city, shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance in so far as this ordinance contains specific provisions, and in the absence of such specific provisions if they shall be satisfactory to the Commissioner of Public Works in regard to matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

Section 10. Permission and authority is hereby given to said company whenever the same shall be necessary in the prosecution of the work which it is herein authorized or required to perform, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works, and it is also hereby authorized whenever the same shall be necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of its said elevated railroad tracks, subject to like approval of the Commissioner of Public Works.

Section 11. When the said railroad in Section 1 of this ordinance mentioned shall have elevated its respective tracks

in accordance with this ordinance, so that the same shall be ready for use, then and thereupon all the provisions of the ordinances of the City of Chicago relating to speed of railway trains, the length of trains, the number of cars to constitute a train, and the maintenance of gates, flagmen, watchmen, signals and signal towers, and the ringing of bells shall cease to be applicable to said railroad; provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons, save employes of said company, in the discharge of their duties to enter or be upon or to walk along or across the said elevated structure or railroad at any place. If any person shall willfully trespass upon said elevated roadway such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one-hundred dollars for each and every offense.

SECTION 12. Said Chicago Terminal Transfer Railroad Company shall at least ten (10) days prior to the commencement of any part or parts of said work submit to the Commissioner of Public Works for his approval, complete plans and specifications of said part or parts of said proposed work for the purpose of ascertaining whether the same are in strict conformity with the provisions of this ordinance; and after the approval of all such plans and specifications by the Commissioner of Public Works, all of said work shall be constructed in strict conformity therewith and to the entire satisfaction of the Commissioner of Public Works and not otherwise, except as herein otherwise provided.

SECTION 13. The railroad company mentioned in Section 1 of this ordinance and which is hereby required to elevate its tracks shall commence the work of such elevation on or before the first day of ——————, provided this ordinance has been accepted by said railroad Company or its Receivers, hereby required to elevate its tracks, and after such work has been commenced the same shall be prosecuted continuously and with all practical diligence and shall be fully and finally completed on or before the thirty-first day of December, ———, unless prevented by strikes or riots, or restrained by injunction or other order or process of a court of competent jurisdiction, the time which said railroad company shall be so prevented as aforesaid, shall be added to the time hereby given for the completion of said work, provided said railroad company give notice in writing to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceeding brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction or restraining order, and for any other proper order in such suit.

And it is further distinctly understood that if said company shall be delayed in the prosecution of said work required to be done under the provisions of this ordinance by reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals, as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or of any of its officers in the performance of the duties imposed upon the city and its officers by this ordinance in respect to the work herein required to be done by said railroad company, then and in that case the time which said railroad company shall be so delayed shall be added to the thirty-first day of December, ———, during which said company is required

by the terms of this ordinance to complete said work.

SECTION 14. In consideration of the acceptance of this ordinance by said railroad company mentioned in this ordinance, it is hereby agreed that if the City of Chicago shall at any time hereafter open and extend any street or streets, avenue, alley or public way across the right-of-way and lands of said company between South Forty-fourth avenue on the west and Rockwell street on the east, such crossing shall be made by subway only and no claim for compensation on account of land taken for right-of-way of such street or streets, avenue, alley or publicway will be made by said railroad company, and such waiver of compensation shall attach to and run with such land in the hands of any grantee or grantees of such railroad company, but the sole cost and expense of the construction of such subway or subways and of such bridge or bridges as may be necessary to carry all the tracks on said company's lands and right-of-way and over such highways shall be borne and paid by the City of Chicago without expense to said railroad company mentioned in this ordinance, and in no case shall any such bridge or bridges or such subway or subways so to be built be inferior in any respect to the bridges and subways to be built by the railroad company across the streets provided for in this ordinance.

Such bridges shall conform to the general plan of the bridges provided for in this ordinance, except as to such changes in the details thereof as may be agreed upon by the City Engineer of the City of Chicago and the Chief Engineer of said railroad company; but in all other respects such crossings shall be constructed in accordance with the provisions thereof in respect to streets named in this ordinance. The work of such construction shall be done by the railroad company and the amount to be paid by the city for such work and construction shall not exceed the actual and reasonable cost therof. Said bridges respectively shall support all the tracks of said company then existing and in use across the lines of the proposed street or streets at the time of the construction of such subway across such right-of-way of said company; but said railroad company shall not be required to do any work towards the construction of any such subway or subways until the cost thereof as may be estimated by the City Engineer and Chief Engineer of said railroad company shall have been first paid over to said railroad company or deposited in some responsible bank for its benefit and to be paid over to it at once upon the completion of said work.

SECTION 15. This ordinance shall take effect from and after its passage, approval and publication, provided, however, this ordinance shall be null and void unless said railroad company which is by this ordinance permitted and required to elevate its railroad tracks, shall through its authorized officers file with the City Clerk of the City of Chicago within thirty (30) days from the passage and approval by the Mayor of this ordinance, agreement or agreements duly executed, whereby said railroad company shall undertake to do and perform all the matters and things required of it by this ordinance; after the filing of said agreement by said company and not before, this ordinance shall not be materially modified or amended without the consent of said company affected by any proposed modification unless said company shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement.

Nothing in this ordinance contained shall be a waiver or surrender of the police powers of the city or be taken in any way to deprive the city of the right to properly exercise such power.

SECTION 16. Upon the passage and ap-

proval of this ordinance and the acceptance of the same by the duly authorized officers of the Chicago Terminal Transfer Railroad Company, or its Receivers, and the said acceptance shall be filed with the City Clerk of the City of Chicago, then and in that event the ordinance passed by the City Council February 19, 1900, published on pages 2491 to 2503 inclusive, of the Official Records of the Council Proceedings of the City of Chicago be and the same is hereby repealed.

The Clerk, on motion of Ald. Riley, presented an ordinance prohibiting the use of street car tracks to public vehicles during certain hours of the day, deferred and published November 19, 1906, page 2022.

Ald. Riley presented an ordinance concerning the same subject and moved that it be substituted for the ordinance under consideration.

The motion prevailed.

Ald. Powers moved that the substitute ordinance be published and that consideration thereon be deferred one week.

The motion prevailed.

The following is the substitute ordinance:

WHEREAS, There is unnecessary congestion and delay of street cars during the morning and evening hours caused by vehicles being driven in the street car tracks, and

WHEREAS, Such delay is directly injurious to great numbers of people traveling between their homes and their places of employment or business, and

WHEREAS, The ordinances of the City of Chicago now provide that street cars shall have the right to the street car tracks as against carriages or vehicles being driven thereon with a view to delay or embarrass the progress of the cars, and

WHEREAS, Such provisions have proved to be inadequate to prevent unnecessary congestion and blockades, to the injury of the traveling public; therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall be unlawful for any person to drive or cause to be driven any vehicle in, along, or upon, or partially in, along, or upon any street railway track within the City of Chicago between the hours of 6:30 and 8:30 o'clock in the morning and between the hours of 5 and 7 o'clock in the evening. Provided, however, that this ordinance shall not be applicable in cases where the street between the street car tracks and the curb is unpaved or where such portion of the street shall for any cause be obstructed or impassable to vehicles. And provided, further, that this ordinance shall not be construed to interfere with the right of such vehicles to cross such street car tracks, when occasion may require. And provided further that this ordinance shall not be applicable to the police or fire departments of the City of Chicago, to United States mail wagons, to physicians or ambulances or to others having by ordinance special right of way in the streets.

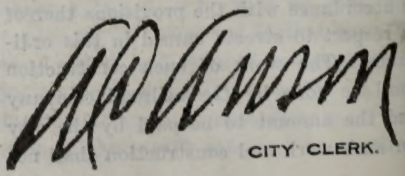
SECTION 2. Every person violating the provisions of this ordinance shall be punished by a fine of not less than $5.00 nor more than $100.00 for each offense.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and publication.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, December 10, 1906, at 7:30 o'clock P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, December 10, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, December 12, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Dailey, Nowicki and Conlon.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, December 3, 1906, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His, Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the week ending December 8, 1906, together with the cause of each release:

Ed. McTee, relaesed for wife.

Gus Mussfeldt, released for Ald. Wendling.

Jas. Sheppard, released for W. L. Rothwell.

Anthony Smith, released for W. L. Rothwell.

E. B. McNellis, released for wife.

Geo. Deters, released for C. A. Youngberg.

Thos. White, released for wife.

Frank Gagen, released for wife and mother.

Andrew Phillips, released for Ald. Derpa.

Julius Young, released for S. A. McElwee.

Michael Gross, released for Bureau of Identification.

John Turner, released for John P. McGoorty.

Peter Braun, released for Ald. Krumholz.

John Schroeder, released for mother.

Carl Lindquist, released for Wm. Peterson.

August Johnson, released for Wm. Peterson.

Durie Martin, released for Ald. Golombiewski.

Geo. Sogertso, released for S. Gianacopoulos.

John E. Scobie, released for wife.

Which was ordered published and placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 10, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at pages 2216 and 2217 of the current printed Council Proceedings, granting permission to The Kellogg Switchboard & Supply Company to construct a platform scale in the alley running parallel with Green street in the rear of the principal place of business of said company, for the reason that the ordinance as passed is lacking in some of the usual provisions.

I therefore recommend that the vote by which the said ordinance was passed be reconsidered, and that the same be repassed without the usual reference to a committee with the following amendments:

Amend Section 2 of said ordinance by adding at the end thereof the following language:

"whereupon this ordinance shall become null and void; and the ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine."

Amend Section 7 of said ordinance by adding at the end thereof the following provision:

"Upon default in the payment of any of the installments of compensation hereby fixed at the time herein prescribed, the rights and privileges hereby granted shall cease and determine, and this ordinance shall become null and void."

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Powers moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Powers moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Powers moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett,

Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Kellogg Switchboard and Supply Company, a corporation organized under the laws of Illinois, and having its principle place of business at the northwest corner of Congress and Green streets, Chicago, to construct and maintain a platform scale, 8½ by 14 feet, and the necessary operating appurtenances, in the alley running parallel with Green street in the rear of said principle place of business of said Kellogg Switchboard and Supply Company, in the said City of Chicago. The location of said scale and the work of construction necessary in and about the placing of the said scale shall be done under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 2. The permission and authority hereby granted shall cease and determine ten years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor, whereupon this ordinance shall become null and void, and the ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

SECTION 3. During the life of this ordinance the said grantee shall at all times keep this scale and the portion of the alley immediately surrounding the same in good condition and repair and safe for public travel, to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTIN 4. At the expiration of the term herein granted the said grantee, its successors or assigns, shall forthwith remove said scale and its appurtenances, and restore the alley to its proper condition to the satisfaction of the Commissioner of Public Works, so that the portion of said alley where this scale had been located shall be put in the same condition as the other parts of said alley in the same block.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnity, save and keep harmless the City of Chicago from any and all liability, damage or expense of any kind whatsoever which may be suffered by said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. The said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. This ordinance shall be

in force and effect from and after its passage, and upon the filing of an acceptance, in writing, of this ordinance by the said grantee, and a filing of the bond herein provided for.

SECTION 7. The said grantee agrees to pay to the City of Chicago, as compensation for said scale, the sum of twenty-five ($25.00) dollars per annum. Upon default in the payment of any of the installments of compensation hereby fixed at the time herein prescribed, the rights and privileges hereby granted shall cease and determine, and this ordinance shall become null and void.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 10, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval the order passed at the last regular meeting of your Honorable Body, and published at page 2223 of the current printed Council Proceedings, directing the Commissioner of Public Works to extend the six inch water main in Butler street, from 118th street to the north line of the alley between 117th street and 118th street, for the reason that the said order is not in the usual form nor in compliance with the city ordinances.

I respectfully recommend that the vote by which the said order was passed be reconsidered and that the same be repassed, without the usual reference to a committee, with the following amendment. Add at the end of said order as published the following language: "provided it pays a permanent annual revenue of ten (10) cents per lineal foot."

Very respectfully,

E. F. DUNNE,
Mayor.

Ald. Bihl moved to reconsider the vote by which the order referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bihl moved that the order be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Bihl moved the passage of the order as amended.

The motion prevailed, and the order as amended was thereby passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby ordered to extend the 6-inch water main in Butler street, from 118th street to the north line of alley between 117th and 118th streets, expense of same to be charged to appropriation covering the laying of water mains, etc., provided it pays a permanent annual revenue of ten (10) cents per lineal foot.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 10, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval an ordinance passed at the last regular meeting of your Honorable Body, and published at page 2243 of the current printed Council Proceed-

ings, requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbeds and railway tracks within the City of Chicago, for the reason that Section 13 of the ordinance as passed contains a number of blanks which should be filled in. I have been informed by the chairman of the Committee on Track Elevation that these blanks were left unfilled through inadvertence, and he has supplied me with the necessary data to fill the same.

I therefore respectfully recommend that the vote by which the said ordinance was passed be reconsidered, and that the same be repassed without the usual reference to a committee with the following amendments:

Amend Section 13 of said ordinance by inserting in the blank found in the sixth line thereof the following word and figures: "May 1, 1907"; in the blanks in the fourteenth and fifty-first lines, the following figures: "1910".

Respectfully submitted,

E. F. Dunne,

Mayor.

Ald. Scully moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Scully moved that the ordinance be amended in accordance with the veto message of His Honor, ,the Mayor.

The motion prevailed.

Ald. Scully moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbed and railway tracks within the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

Section 1. The Chicago Terminal Transfer Railroad Company is hereby ordered and required to elevate the plane of its roadbed and tracks within certain limits of the City of Chicago in manner and upon the conditions hereinafter specified, that is to say:

Paragraph 1. Beginning at a point on the south line of West Twelfth street on the existing elevated roadbed and tracks at an elevation of about 19.2 feet above city datum, as established by ordinance passed by the City Council of the City of Chicago January 18, 1897, and published on pages 1440 to 1457 inclusive, of the official records of the Council Procedings, from said initial point said elevated roadbed and tracks of the Chicago Terminal Transfer Railroad Company shall continue in a northerly and westerly direction on a gradient of about 0.40 per centum for a distance of about four hundred and fifty (450) feet to a point about on the west line of Rockwell street, where an elevation of not less than 21.0 feet above city datum shall be attained, and crossing at grade in said last mentioned course the existing elevated roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis

Railway and the Chicago and Northwestern Railway Companies, as prescribed by ordinance passed January 18, 1897; thence said elevated roadbed and tracks shall continue in a northerly and westerly direction on an ascending gradient of about 0.39 per centum for a distance of about one thousand three hundred and twenty (1,320) feet to a point about 20 feet east of the east line of South California avenue, where an elevation of not less than 26.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.019 per centum for a distance of about two thousand six hundred and eighty (2,680) feet to a point about 20 feet east of the east line of South Kedzie avenue, where an elevation of not less than 26.5 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level grade for a distance of about one-thousand four-hundred and forty-five (1,445) feet to a point about 20 feet west of the west line of South Homan avenue where an elevation of not less than 26.5 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.26 per centum for a distance of about one thousand three hundred and twenty-five (1,325) feet to a point about 20 feet west of the west line of South Central Park avenue where an elevation of about 30.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.35 per centum for a distance of about one thousand (1,000) feet to a point about 20 feet east of the east line of Douglas boulevard where an elevation of not less than 33.5 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level grade for a distance of about two thousand nine hundred and sixty (2,960) feet to a point about on the west line of South 42d avenue where the same elevation of 33.5 feet above city datum shall be maintained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.208 per centum for a distance of about one thousand three hundred and twenty (1,320) feet to a point about on the west line of South Forty-fourth avenue where an elevation of not less than 36.25 feet above city datum shall be attained, as established by ordinance passed by the City Council of the City of Chicago October 15, 1906, and published on pages 1506 to 1523 inclusive of the official records of the Council Proceedings.

Paragraph 2. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Paragraph 3. The railroad company mentioned in this ordinance is hereby authorized to make such connections with and such changes in the position, number and alignment of its main and side tracks, and switch connections upon its roadbed and tracks when elevated as may be desirable in order to carry out the provisions of this ordinance.

Section 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, brokenstone or whatever else may compose the surplus materials excavated from the subways and from the foundation pits and trenches along the lines of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right-of-way of said company such portion of

said embankments at all such points shall be kept within said right-of-way lines by, or they shall be confined between retaining walls of stone, concrete or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to properly protect said right-of-way, and to prevent trespassing thereon, then said retaining walls as aforesaid shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all the right-of-way of said company shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

SECTION 3. The said elevated tracks shall be carried across all intervening streets, avenues and alleys which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans whose superstructure shall consist of iron or steel girders with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm-water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad's right-of-way and in center and curb lines of the intersecting avenues and streets.

SECTION 4, Paragraph 1. Subways shall be constructed beneath the tracks of the Chicago Terminal Transfer Railroad Company where said tracks are intersected and crossed by South Washtenaw avenue, South Fairfield avenue, South California avenue, South Francisco avenue, South Sacramento avenue, South Albany avenue, South Kedzie avenue, South Spaulding avenue, South Homan avenue, South Central Park avenue, Douglas boulevard, South Springfield avenue, South Fortieth avenue, South Forty-first avenue, South Forty-second avenue and South Forty-third avenue.

SECTION 4a. The several subways hereinbefore referred to in Section 4 of this ordinance, and which shall be constructed with the elevation upon which such tracks are to be placed, shall as to their size and dimensions, locations and other details be in accordance with the following schedule:

Subway in South Washtenaw Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.9 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 10.6 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head room, 12.0 feet.

Subway in South Fairfield Avenue, Under

the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 0.7 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South California Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 1.2 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Francisco Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

There shall be no depression of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Sacramento Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

There shall be no depression of the street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

Two lines of posts may be placed in

curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Albany Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 1.5 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.6 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of the street, including the alley on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Kedzie Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 12.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Taylor street and the alley south of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Spaulding Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.5 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the east and west approaches into the alley.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one

foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Homan Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.6 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 13.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the north and south approaches into West Taylor street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Central Park Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.1 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 16.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into West Taylor street and the alley on the west side of Central Park avenue and south of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Douglas Boulevard, Under the Chicago Terminal Transfer Railroad. (Boulevard, 250 Feet Wide).

This subway shall be constructed of such dimensions and according to such plans as may be agreed upon between the West Chicago Park Commisioners and the said Chicago Terminal Transfer Railroad Company.

Subway in South Springfield Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exced 2.4 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 19.8 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100

feet to connection with the present surface of the street, including the alley on the south side of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room 12.0 feet.

Subway in South Fortieth Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 73 Feet Wide).

The depression of the street shall not exceed 3.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 19.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alleys on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in South Forty-first Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.7 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the alley on the south side of the right-of-way lines.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Forty-second Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.3 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100

feet to a connection with the present surface of street, including the alley on the south side of the right-of-way.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South Forty-third Avenue, Under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.63 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 20.87 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

SECTION 4b. The grade of all the streets that intersect the approaches to subways described in Section 4 of this ordinance shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of the approaches connects with the present grade of street, and said vertical curve shall extend not less than twenty feet each side of said intersection of grades, and the middle ordinate of the vertical curve shall be equal to one-quarter of the difference between the elevation of the points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be required for the depression of such subways and approaches thereto. But the depressed portion of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and similar substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found, shall be replaced or suitable expedients and arrangements shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by said railroad company as indicated in Section 4a, at its sole expense, and under the immediate supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago. And if in the construction of any of of said subways or approaches it shall become necessary to disturb, remove or destroy any pipes, conduits, wire or other property belonging to any private corpor

tion or individual, all the cost and expense thereof and all damages thereto shall be borne and assumed by the City of Chicago and the said City will by condemnation, purchase or otherwise, secure to said railroad company the free and uninterrupted right to prosecute its work and will save the said railroad company harmless from any and all claims, demands, and suits arising therefrom and all damages which may be recovered therefor.

SECTION 6. The grade of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed in accordance with the provisions of this ordinance along the line of the several subways, shall be and the same are hereby changed so as to conform to the grades of said subways as they shall be depressed and constructed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several depressed subways provided for in this ordinance, by the construction of receiving basins properly located in or immediately adjacent to said subways which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways shall be below the grade of the adjacent sewers, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said company at its expense.

SECTION 8, Paragraph 1. The subways and approaches thereto so to be constructed by said company in said streets and avenues aforesaid shall all conform to the following structural requirements, viz.: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound, hard limestone or concrete masonry of standard dimensions and finish. and the sidewalks in the subways shall be finished and paved with Portland cement concrete of standard quality and workmanship; and the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago. The approaches to subways shall be excavated to the grade established by this ordinance and shall be in all other respects restored as near as may be to their former condition before being so excavated. Said railroad company shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars, conditioned that it shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, said railroad company hereby agrees to keep and maintain the improvement made by it without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for the period of ten (10) years from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned

by or through the use of faulty material or workmanship; provided, however, said railroad company shall not be required to keep or maintain any part of said improvement made under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago.

If said railroad company shall fail, neglect or refuse to repair, keep and maintain the said work done by it in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do, or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from the said railroad company as is mentioned in this ordinance.

Paragraph 2. As to the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railroad company, except that said railroad company is not required to restore any part of the paving of approaches or subways which it may be the duty of any street railway company or other corporation itself to restore under existing laws and ordinances.

Paragraph 3. Said company shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said company as is mentioned in this ordinance, except that said company shall not be required to pave any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by said elevated railroad shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages, conform the grade of its track or tracks to the said change of ade of said street, and nothing in this ordinance snall operate or be held to relieve such street railway companies from any liability now existing, however created, to pave or bear the expense of paving such streets between or on either side of the rails of its said tracks in the manner and form as now required.

Paragraph 5. Nothing in this ordinance contained shall be construed as to require said railroad company to assume or pay any direct, incidental or consequential damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation, depression or change of grade made in any of the public avenues, streets or alleys, or by the elevation of the tracks of said railroad company as herein required to be elevated, or to defend any suit or suits which may be brought against any party or parties for the recovery of such damages; be it understood and the City of Chicago hereby agrees that all such damages if any there be, shall be adjusted and paid by the City of Chicago and said city will, and hereby agrees, to assume the defense of any and all suits brought for the recovery of all such alleged damages, intervening therein if necessary for the purpose, and will wholly relieve sail railroad company from defending the same and hereby assumes and agrees to pay all judgments recovered against said railroad company.

The above stipulations in this paragraph are upon the condition precedent

that in case any suit be brought against said railroad company, said company will before the last day to plead therein give notice in writing of such suit and of such service to the Mayor and the Corporation Counsel of said city for the purpose of enabling such defense to be made by the city.

Paragraph 6. Said railroad company and any contractor employed by it in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

SECTION 9. All the work hereinbefore in this ordinance required to be done by said company upon or in connection with the public avenues and streets of the city, shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance in so far as this ordinance contains specific provisions, and in the absence of such specific provisions if they shall be satisfactory to the Commissioner of Public Works in regard to matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 10. Permission and authority is hereby given to said company whenever the same shall be necessary in the prosecution of the work which it is herein authorized or required to perform, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works, and it is also hereby authorized whenever the same shall be necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of its said elevated railroad tracks, subject to like approval of the Commissioner of Public Works.

SECTION 11. When the said railroad in Section 1 of this ordinance mentioned shall have elevated its respective tracks in accordance with this ordinance, so that the same shall be ready for use, then and thereupon all the provisions of the ordinances of the City of Chicago relating to speed of railway trains, the length of trains, the number of cars to constitute a train, and the maintenance of gates, flagmen, watchmen, signals and signal towers, and the ringing of bells shall cease to be applicable to said railroad; provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons, save employes of said company, in the discharge of their duties to enter or be upon or to walk along or across the said elevated structure or railroad at any place. If any person shall willfully trespass upon said elevated roadway such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one-hundred dollars for each and every offense.

SECTION 12. Said Chicago Terminal Transfer Railroad Company shall at least ten (10) days prior to the commencement of any part or parts of said work submit to the Commissioner of Public Works for his approval, complete plans and speci-

fications of said part or parts of said proposed work for the purpose of ascertaining whether the same are in strict conformity with the provisions of this ordinance; and after the approval of all such plans and specifications by the Commissioner of Public Works, all of said work shall be constructed in strict conformity therewith and to the entire satisfaction of the Commissioner of Public Works and not otherwise, except as herein otherwise provided.

SECTION 13. The railroad company mentioned in Section 1 of this ordinance and which is hereby required to elevate its tracks shall commence the work of such elevation on or before the first day of May 1, 1907, provided this ordinance has been accepted by said railroad Company or its Receivers, hereby required to elevate its tracks, and after such work has been commenced the same shall be prosecuted continuously and with all practical diligence and shall be fully and finally completed on or before the thirty-first day of December, 1910, unless prevented by strikes or riots, or restrained by injunction or other order or process of a court of competent jurisdiction, the time which said railroad company shall be so prevented as aforesaid, shall be added to the time hereby given for the completion of said work, provided said railroad company give notice in writing to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceeding brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction or restraining order, and for any other proper order in such suit.

And it is further distinctly understood that if said company shall be delayed in the prosecution of said work required to be done under the provisions of this ordinance by reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals, as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or of any of its officers in the performance of the duties imposed upon the city and its officers by this ordinance in respect to the work herein required to be done by said railroad company, then and in that case the time which said railroad company shall be so delayed shall be added to the thirty-first day of December, 1910, during which said company is required by the terms of this ordinance to complete said work.

SECTION 14. In consideration of the acceptance of this ordinance by said railroad company mentioned in this ordinance, it is hereby agreed that if the City of Chicago shall at any time hereafter open and extend any street or streets, avenue, alley or public way across the right-of-way and lands of said company between South Forty-fourth avenue on the west and Rockwell street on the east, such crossing shall be made by subway only and no claim for compensation on account of land taken for right-of-way of such street or streets, avenue, alley or publicway will be made by said railroad company, and such waiver of compensation shall attach to and run with such land in the hands of any grantee or grantees of such railroad company, but the sole cost and expense of the construction of such subway or subways and of such bridge or bridges as may be necessary to carry all the tracks on said company's lands and right-of-way and over such highways shall be borne and paid by the City of Chicago without expense to said railroad company mentioned in this ordinance, and in no case shall any such bridge or bridges or such subway or subways so to be built be inferior in any respect to the bridges and subways to be built by the railroad company across the streets provided for in this ordinance.

Such bridges shall conform to the general plan of the bridges provided for in this ordinance, except as to such changes in the details thereof as may be agreed upon by the City Engineer of the City of Chicago and the Chief Engineer of said railroad company; but in all other respects such crossings shall be constructed in accordance with the provisions thereof in respect to streets named in this ordinance. The work of such construction shall be done by the railroad company and the amount to be paid by the city for such work and construction shall not exceed the actual and reasonable cost therof. Said bridges respectively shall support all the tracks of said company then existing and in use across the lines of the proposed street or streets at the time of the construction of such subway across such right-of-way of said company; but said railroad company shall not be required to do any work towards the construction of any such subway or subways until the cost thereof as may be estimated by the City Engineer and Chief Engineer of said railroad company shall have been first paid over to said railroad company or deposited in some responsible bank for its benefit and to be paid over to it at once upon the completion of said work.

SECTION 15. This ordinance shall take effect from and after its passage, approval and publication, provided, however, this ordinance shall be null and void unless said railroad company which is by this ordinance permitted and required to elevate its railroad tracks, shall through its authorized officers file with the City Clerk of the City of Chicago within thirty (30) days from the passage and approval by the Mayor of this ordinance, agreement or agreements duly executed, whereby said railroad company shall undertake to do and perform all the matters and things required of it by this ordinance; after the filing of said agreement by said company and not before, this ordinance shall not be materially modified or amended without the consent of said company affected by any proposed modification unless said company shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement.

Nothing in this ordinance contained shall be a waiver or surrender of the police powers of the city or be taken in any way to deprive the city of the right to properly exercise such power.

SECTION 16. Upon the passage and approval of this ordinance and the acceptance of the same by the duly authorized officers of the Chicago Terminal Transfer Railroad Company, or its Receivers, and the said acceptance shall be filed with the City Clerk of the City of Chicago, then and in that event the ordinance passed by the City Council February 19, 1900, published on pages 2491 to 2503 inclusive, of the Official Records of the Council Proceedings of the City of Chicago be and the same is hereby repealed.

CITY CLERK.

The City Clerk presented a report of acceptances and bonds filed in his office since the last preceding meeting of the Council, as follows: Acceptance and bond of Chicago Wood and Coal Company under ordinance of November 12, 1906; and acceptance of S. Lederer under ordinance of November 19, 1906.

Which was placed on file.

ALSO,

The claim of William G. Davis for wages withheld, and the claim of P. Herdien for rebate of special assessment, which were

Referred to the Committee on Finance.

ALSO,

A communication and resolution from the Chicago Architectural Club, which was

Temporarily deferred.

CITY COLLECTOR.

The City Collector presented the following report containing a list of societies to whom "bar permits" were issued under ordinance of June 11, 1906, since the last regular meeting of the Council:

COLLECTOR'S OFFICE,
CHICAGO, December 10, 1906.

To the Honorable Edward F. Dunne, Mayor, and the Honorable City Council of the City of Chicago:

GENTLEMEN—I transmit herewith a list of names of organizations to whom bar permits were issued for halls at the locations set opposite their names, since the last meeting of your Honorable Body.

Respectfully submitted,

JOHN E. TRAEGER,
City Collector.

Society Cyclopedia, 592 West 18th street.

Sycamore Ben. Society, 3000 Union avenue.

J. O. J. Judna Society, 3143 South State street.

Court Sedgwick, United Order Foresters, 1351 Diversey boulevard.

Fairfield Wing and Fin. Hunting and Fishing Club, Division and Ashland avenue.

Bohemian School Benefit, Spaulding and North avenue.

Hellenic Club, The Progress, 257 North Clark street.

Humboldt Lodge, No. 134, O. M. P., 901 North Washtenaw avenue.

Scandanavian Workmen Society, 901 North Washtenaw avenue.

Eisenburger Liederkrans Kranken Verein, 5322 South State street.

Co. B, Clan Na Gael Guards, Harrison and Halsted streets.

Lodge Svojana, 585 South Centre avenue.

Bohemian Turner Society, 585 South Centre avenue.

Herman Outing Society, 1323 Armitage avenue.

Schulz Baking Company Employes Society, 447 West Taylor street.

Cragin Lodge, No. 14, U. O. De E., 2932 Grand avenue.

Cosmopolitan Society, 876 Milwaukee avenue.

Lodge Eliska Krasnohorska, No. 30, C. S. Y., 612 West 18th street.

Lawndale Lodge, No. 151, Trumbull and Ogden avenues.

Jan Hus Lodge No. 2, O. of C. K., 821 South Ashland avenue.

Wallhalla Society, 3700 Wentworth avenue.

Ct. Phil Sheridan, I. O. F., North avenue and Halsted street.

Emil Zola Tent, K. O. T. M., 50 Throop street.

Society Men and Ladies of St. Nicola De Pari, 235 Milwaukee avenue.

The Danish Brotherhood, Lodge No, 17, North and Artesian avenues.

Northwestern Kranken Unter Verein, 313 Clybourn avenue.

Swedish Indep. Order of Goethe, Lodge J. O. B., 2503 Kensington avenue.

Irving Park Singing Society, 501 West North avenue.

Bull Frog Ath. Association, 1630 North Clark street.

Fulton Market Association, 162 North Clark street.

Stone, Lime and Cement Teamsters, 718 Peck Court and Wabash avenue.

Frauen Verein Carola, 1168 West 12th street.

Heller Benevolent Association, Paulina and Belmont avenue.

German I. O. O. F., 257 North Clark street.

East Side Athletic Club, 10459 Avenue M.

Foster Tent, K. O. T. M., 3345 North Clark street.

The Bachelor Boys of Chicago, Taylor street and Centre avenue.

Golden Rule Lodge, 876 Milwaukee avenue.

Milk Dealers Association, 876 Milwaukee avenue.

North Western Athletic Club, 1630 North Clark street.

The Scandinavian Socialist Party, 551 North Clark street.

Luxemberger Brotherhood of America, 162 North Clark street.

Thra Lodge No. 119, D. O. H., 5257 Ashland avenue.

Socialist Ladies Chorus Society, 408 Sedgwick street.

Western Camping Society, 862 West Division street.

Svithoid Lodge, No. 5, I. O. S., 109 East Chicago avenue.

Damen Verein of C. T. G., 257 North Clark street.

Singing Society Bjorgum, 786 North Artesian avenue.

Knights of the White Cross, 501 West North avenue.

First Ward Democratic Club, 15th and Wabash avenue.

Hermann Schwester Society, 519 Larrabee street.

Metropolitan Dramatic Society, North avenue and Halsted stret.

Young Men's Hebrew Association, 444 West Taylor street.

Crown Base Ball Association, 12th street and Blue Island avenue.

Ladies Independent Schiller Club, 720 Allport street.

United Boot Blacks of America, 19-25 East Chicago avenue.

The Sawyer League of Chicago, 1116 South Kedzie avenue.

Forwaerts Damen Club 12th and Waller streets.

Fortuna Frauen Verein, 12th and Western avenue.

Mallard Musical Society of Chicago, Division street and Ashland avenue.

Gen. Sherman Council, No. 477, 3143 South State street.

Comanche Indians, 714 Blue Island avenue.

Fountain Benevolent Association, North avenue and Halsted street.

Frauen Verein Einekeit, 368 West 12th street.

Amanda Lodge, O. M. P., 2108 West 12th street.

Corinthian Commandery, K. S., 15th street and Wabash avenue.

Austin Glee Singing Society, California avenue and Division street.

West Woodlawn Athletic Association, 3143 State stret.

Smilers Singing Club, Thalia Hall.

Don Abarbanel Lodge, No. 4, Taylor street and Center avenue.

Which was ordered published and placed on file.

CITY PHYSICIAN.

The City Physician submitted a report of the work of his office for the month ending November 30, 1906.

Which was placed on file.

COMMISSIONER OF PUBLIC WORKS.

The acting Commissioner of Public Works presented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby au-

thorized to lay water mains in the following streets:

In 48th street, from State street eastward 254 feet, size 8 inches. Probable cost, including hydrants and basins, $381.00. Pays 10 cents.

In Montrose avenue from Paulina street to Ashland avenue; size 8 inches. Probable cost, including hydrants and basins, $564.00. Pays 31 cents.

In Hoxie avenue, from 104th street northward; size 8 inches. Probable cost, including hydrants and basins, $679.50. Pays 11 cents.

In Central Park avenue from Medill avenue to Belden avenue; size 8 inches. Probable cost, including hydrants and basins, $502.50. Pays 13 cents.

J. C. WERDELL,
Acting Commissioner.

Ald. Lipps moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

ALSO,

The following communication, which was placed on file:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 10, 1906.

To the Honorable, the Mayor, and City Council:

GENTLEMEN—In compliance with your order for a report as to the authority for use of Carroll avenue, between Morgan and Canal streets by the Pan Handle and the Chicago, Milwaukee & St. Paul railroad companies, I beg to advise you that authority for the Chicago, Milwaukee & St. Paul Railroad Company to occupy Carroll avenue, from Sangamon to Halsted streets, is under an ordinance passed February 6, 1899; and authority for the Pan Handle Railroad Company to occupy Carroll avenue, from Halsted to Canal streets, is by an ordinance passed October 8, 1866.

Very truly yours,
J. C. WERDELL,
Acting Commissioner.

ALSO,

The following communication:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 8, 1906.

To the Honorable, the Mayor, and the City Council:

GENTLEMEN—I transmit herewith a communication from the City Comptroller, which sets forth that Chief Justice Olson, of the Municipal Court, has requested the use of the Council Chamber, when not used by the Charter Convention, for use of a municipal court room.

In connection with this matter I beg to advise you that the City Council Chamber is used at various times by the Board of Local Improvements for public hearings which must be held under the special assessment law.

Very truly yours,
J. C. WERDELL,
Acting Commissioner.

DEPARTMENT OF FINANCE,
December 6, 1906.

Hon. W. L. O'Connell, Commissioner of Public Works:

DEAR SIR—I have been instructed by Chief Justice Olson of the Municipal Court to request you to secure for him the use of the Council Chamber when not used by the Charter Convention, for use as a Municipal Court Room.

Will you secure this for him if possible. Very respectfully,
L. E. MCGANN, *Comptroller.*

Ald. Bennett moved that the request to use the Council Chamber as a Municipal Court room be denied.

The motion prevailed.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a list of assessment rolls filed in the County Court November 21, 1906,

Which was placed on file.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claims of sundry persons for 90 per cent refunds of special assessments paid for water pipes, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers to the following named persons in the amounts set opposite their names, same being refund due under the special assessment warrants for laying water pipes, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment and duplicate special assessment receipts, because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund, upon identification and proper power of attorney from claimant:

WARRANT.

20630	Mary H. Wilder	$ 44.64
16970	J. E. Scanlon	18.45
16971	W. W. Vanarsdale	36.00
17290	Joseph Sears	31.05
19127	J. R. Frisbie	9.25
20364	Eugene Hildebrand	15.75
20423	Anton Carlson	33.75
20434	H. D. Nye and C. M. Smith	35.84
20434	C. M. Smith	5.12
20434	B. Philpot & Co	25.19
21245	Kinney & Standish	21.40
21982	Richard Thumberg	12.93
24885	George B. Cruickshank	30.19
25079	Chicago City Railway Co.	265.52
25080	G. B. Cruickshank	26.93
25082	George B. Cruickshank	28.14
25089	W. H. Cullimore	31.36
20468	N. G. Carpenter	4.92
21136	N. G. Carpenter	17.07
21446	Mary A. Patrick	90.00
20630	W. W. Evans	44.64
18470	George D. Burley	22.50
23148	Mary R. Humphrey, Executrix	34.28
20360	Rose Treulich	22.50
21809	W. E. Haxtun	63.52
30022	N. B. Nielson	16.63
22749	W. A. G. Shaefer	29.32
18776	Pickering & Williams	11.25

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which, was, on motion of Ald. Bennett, defered and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of William M. Pindell, Attorney, for refunds on special assessments for laying water pipe, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate spe-

cial assessment receipts, and the Comptroller is directed to pay the same from the Water Fund, upon identification and proper power of attorney from claimant.

WARRANT.

19994	H. Felsenthal	$ 3.38
20468	George G. Newbury, W. C. Scott	16.59
20662	Estate of A. S. Bradley.	11.25
20662	Estate of A. S. Bradley.	21.82
20734	W. C. Scott	89.32
21681	George G. Newbury & Co.	103.08
16967	H. M. Johnson	36.45
16976	F. M. Jacob	28.64
18067	J. E. Kramer	33.75
18248	William Koier	11.25
18344	Daniel Schults	41.00
18344	S. E. Gross	9.84
18344	Anton Wolf	10.25
18344	John F. Bobzin	10.25
18344	E. T. Cushion	24.60
18735	C. Schotte	45.00
18746	Charles Slanec	19.35
19365	E. C. Malmberg	11.02
19442	William Johnston	96.30
19472	P. O. Stenson & Co.	315.00
20003	Charles Brandenberg	5.50
20205	John Cenack	10.80
20205	Elizabeth Richards	22.50
20205	J. Dusek	22.50
20277	Joseph H. Fitch	5.56
20355	Mary Krendon	13.75
20355	Mary Kruden	27.50
20355	Mary Krendon	2.20
20355	Mary Krendon	27.50
20358	J. J. Rigney, Agent	2.50
20368	N. P. Peterson	6.37
20735	Emma C. Burt	4.16
20434	S. C. Nessler	25.19
20468	Emily Thomas	501
20468	R. C. Timberlake	512
20469	H. H. Brinton	1.52
20541	Tony Schram	6.12
20563	Thomas Weston	8.64
20613	Lyman & Jackson	31.53
20662	M. T. Bradley	32.85
20668	F. B. Krencek	19.36
20727	J. M. Hoffman	11.64
21136	Annie Harlicka	11.38
21206	J. Gruaz	10.74
21234	John Trawinski	6.26
21234	Konrad Ricker	6.25
21234	Frank Paddock	6.26
21879	H. R. Johnson	19.60
22075	Rose Kargan	15.08
22477	A. J. Schlesinger	23.17
22590	S. A. Nelson	29.05
23053	W. Cole, Jr.	9.31
23497	Mrs. Caroline Eliason	55.30
24451	Sophia Schroeder	9.21
24464	P. G. Gardner	13.98
24635	F. Lodendorf	23.90
24635	Wm. A. Tuttle	23.90
24635	Tillie Wiederman	23.90
24636	Cecelia Roboni	9.08
24795	S. Leppel	15.16
24891	Mrs. E. Rankin	19.54
24891	H. W. Harbaugh	19.54
24891	Ida Buehler	18.76
24892	J. H. Chamberlain	49.77
24892	C. A. Lewis	17.28
25008	J. H. Chamberlain	11.85
25082	Max Werner	13.20
25089	Hulda M. Kling	15.96
30024	C. L. Young	26.97
30022	J. Hillenhenrich	33.26
30661	A. Olson	48.20
17981	James Donohue, Secretary	33.30

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred order relating to preliminary work to be done in establishing municipal courts, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay from appropriation heretofore made covering the expense of preliminary work

in establishing municipal courts, the following bills attached hereto:

Barnard & Miller	$ 15.00
Barnard & Miller	1.00
Barnard & Miller	4.28
Barnard & Miller	40.00
Barnard & Miller	15.00
Barnard & Miller	100.00
Barnard & Miller	428.00
Barnard & Miller	40.00
Benson Landon	50.00
Benjamin C. Bachrach	250.00
William C. Lawson	100.00
Hiram T. Gilbert	500.00
George W. Holmes	12.00
Hiram T. Gilbert	2,500.00
S. L. Page	10.00
Annabel T. Farmer	180.00
George H. Lambert	22.00
Allen Boyer	18.00
William J. Snyder	150.00

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred requests of Fire Marshal, General Superintendent of Police, Chief Inspector of Steam Boilers and Steam Plants, Commissioner of Public Works and City Electrician, for transfers in appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in appropriations, in accordance with the requests of the heads of departments attached hereto.

Fire Department: From Fund C. C. "Live Stock Keep" to Fund K "Repairs to Buildings"	$10,000.00
From Fund B. B. 1 to an item for the purchase of medicine for horses of the Fire Department	200.00
Police Department: From Fund 18 H. H. "Miscellaneous" to Fund 22 B "Dog Pound"	1,000.00
Inspection of steam boilers and steam plants: From Fund 28 A to Fund 28 B	1,000.00
Department Public Works: From Rental of Ward Yards AA 1 to City Employees Transportation, Bureau of Streets	950.00

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred request of Commissioner of Health for authority to incur extras under contract, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Health be and he is hereby authorized and directed to provide by agreement with McDonnell & Brennan, contractors for the construction of additional night soil plants, for the use of concrete work for floor pits and the building of high board fence around each of the new plants, and for the changing of power from steam to gasoline, said additional cement work to cost not to exceed Nineteen Hundred Fifty Dollars ($1,950.00) for each plant, and the fence not to exceed Four Hundred Twenty Dollars

($420.00) for each plant, including painting.

This action is taken in accordance with the request of the Commissioner of Health, dated November 30th, 1906, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred requests of the Commissioner of Public Works and Superintendent of Streets for transfer in appropriation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to transfer from appropriation for Section H, Intercepting Sewer, $12,000.00, and from appropriation for Section I, Intercepting Sewer, $5,000.00, to the credit of appropriation for Operation of the Carter H. Harrison, Sr., Pumping Station, and be it further

Ordered, That the City Comptroller permit an additional expenditure under appropriation for restoration of streets, account 34 A A 6, in an amount not to exceed $35,000.00, provided said amounts do not exceed the receipts of this division of the Bureau of Streets.

This action is taken in accordance with the recommendation of the Commissioner of Public Works, and the Superintendent of Bureau of Streets, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claim of Cable Company for refund of deposit, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of the Cable Company in the sum of Twenty-five Dollars ($25.00), same to be refund of amount deposited for meter, special deposit receipt No. 1523, and the Comptroller is ordered to pay the same from the water fund.

This action is taken in accordance with the opinion of the Corporation Counsel attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of William H. Dalrymple, Joseph C. McDonald and John C. Hendricks for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Board of Local Improvements be and it is hereby authorized to issue a voucher to William H. Dalrymple for twenty-five and one-half days' time, amounting to eighty-three and sixty one-hundredths dollars ($83.60), deducted on account of ab-

sence from duty caused by illness; also to issue voucher to Joseph C. McDonald in the sum of seventy-seven and forty-two one-hundredths dollars ($77.42), being wages deducted on account of absence from duty owing to illness; also to issue voucher in favor of John C. Hendricks in the sum of thirty-one and forty-one one-hundredths dollars ($31.41), for wages deducted on account of absence from duty on account of illness, and the Comptroller is ordered to pay the same from appropriation for salaries in the Board of Local Improvements.

This action is taken in acordance with the several recommendations of the Board of Local Improvements attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred bill of John F. Higgins for extras, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to allow a bill of one hundred forty-two dollars ($142.00) of John F. Higgins, being extras on contract for printing, as per report of the City Auditor attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claims of Tim Hogan, P. J. O'Hare and Teresa O'Leary, for refund on saloon license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby directed to refund to Tim Hogan the sum of forty and seventy-six one-hundredths dollars ($40.76), being his equity for non-use in dramshop license No. 5284, on account of the City tearing down building; and to refund to P. J. O'Hare three hundred ninety-six and seventy-four one-hundredths dollars ($396.74), being for unused portions of saloon licenses issued for saloon at No. 6307 South Halsted street; and to refund to Teresa O'Leary two hundred fifty-two and seventy-two one hundredths dollars ($252.72), being equity for unused portion of saloon license No. 160 for 947 East Seventy-first street, and pay the same from miscellaneous receipts.

This action is taken in accordance with the several reports of the City Collector attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claims of Andrew F. Hughes and W. J. Berry, for wages, having had the same under advisement, beg leave

to report and recommend the passage of the following orders:

Ordered, That the Building Commissioner be and he is hereby authorized to issue a voucher, in accordance with his recommendation of December 4th, 1906, attached hereto, in favor of Andrew F. Hughes, in the sum of four hundred twenty-one and ninety-six one hundredths dollars ($421.96), being salary for months of April, May, June and July as Deputy Building Commissioner, and the Comptroller is ordered to pay the same from appropriation for salaries in the Building Department.

Ordered, That the City Sealer be and he is hereby authorized to issue a voucher, in accordance with his recommendation of November 26th, 1906, in favor of William J. Berry, in the sum of seventy-seven dollars ($77.00), being wages deducted on account of absence from duty because of illness, and the Comptroller is ordered to pay the same from the appropriation for salaries in the City Sealer's office.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claim of Michael Loftus for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the General Superintendent of Police, in accordance with his recommendation attached, be and he is hereby authorized and directed to issue a voucher in favor of Michael Loftus in the sum of seventy-two and twenty-two one-hundredths dollars ($72.22), being wages deducted on account of absence from duty because of illness during the month of April, 1906, and the Comptroller is ordered to pay the same from the appropriation for the Police Department.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which, was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claim of John Lueth, for refund of deposit, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to refund to John Lueth, 2396 Belmont avenue, the amount deposited by him to secure the return of one hydrant key, said key having been returned as per receipt attached hereto, but the original deposit receipt having been lost, said voucher not to be issued until a bond has been given to save the city harmless in the event of the presentation of said original receipt.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claim of James Moran for

wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Fire Marshal be and he is hereby authorized to issue a voucher in favor of James Moran in the sum of six hundred forty-five and fifty-four one-hundredths dollars ($645.54), being for wages April 25th, 1906, to November 22d, 1906, period of separation from service, and the Comptroller is ordered to pay the same from appropriation for Fire Department Salaries.

This action is taken in accordance with the report and recommendation of the Fire Marshal, dated November 25th, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claims of Thomas Piechnik, Joe Rybaiczyk and John Kaezale for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same being over-time due them according to the report of the Commissioner of Public Works attached hereto, and the Comptroller is ordered to pay the same from the Water Pipe Extension appropriation:

Thomas Piechnik $4.50
Joe Rybaiczyk 2.25
John Kaezale 2.25

FRANK I. BENNETT, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claim of Francis Salter, for track elevation damages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgment to be taken against the City, in the Circuit Court, General No. 201525, being for compensation for damages to property at Sixty-fifth street and Wentworth avenue, caused by the elevation of tracks at that point.

This action is taken in accordance with the opinion of the Corporation Counsel attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred claims of George B. Springer, J. B. Seward and N. G. Carpenter for rebates on special assessments; claim of Hannah Pierce and Henry W. Watts for compensation for personal injuries; order directing that Fire Department employees in repair shop be placed on Fire Department payroll, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LOCAL TRANSPORTATION.

The Committee on Local Transportation, submitted the following report,

which was, on motion of Ald. Werno, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Local Transportation, to whom was referred an ordinance amending Section 1970 of the Revised Municipal Code of 1905, requiring cars to stop at bridges, grade crossings, etc., having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance:

AN ORDINANCE

Amending Section 1970 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1970 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"1970. To Stop at Bridges, Grade Crossings, etc.) Every conductor, gripman, motorman, or other person having charge of any street car in operation upon any street railroad in this city, shall, when such car is approaching a grade crossing of any steam railroad, or when approaching a swing, draw or bascule bridge in use as such, bring such street car to a full stop at a point one hundred feet from such crossing or bridge, and shall then cause such street car to approach such crossing or bridge at a rate of speed not exceeding two miles per hour. Provided, however, that if at any such point one hundred feet from such crossing or bridge the tracks of any such street railroad are laid at an incline which departs more than five per cent from the horizontal plane, the point at which such full stop shall be made shall be at the point, more than one hundred feet from such crossing or bridge, where such incline begins. Every such person having charge of any such street car shall also, approaching any cross street occ by street railway tracks which i sect with those on which such s car is being operated, bring such to a full stop before arriving at within ten feet of the nearest section line of such cross street."

SECTION 2. This ordinance shall effect and be in force from and aft passage and due publication.

CHARLES WERNO

Chairm

ALSO,

The same committee submitted th lowing report, which was, on moti Ald. Werno, deferred and ordered lished:

CHICAGO, December 10, 1

To the Mayor and Aldermen of th of Chicago in City Council Assem

Your Committee on Local Tra tation, to whom was referred an dinance, granting permission an thority to the Chicago Consol Traction Company, its successors a signs, to lay down, construct, et additional street railway track on 40th avenue, from Madison str West Taylor street, having had th under advisement, beg leave to rep recommend that the accompanyin nance be passed:

WHEREAS, On February 18, 18 City Council of the City of Chicago an ordinance granting to the Street Railway Company the rig privilege to lay down, construct, tain and operate for a period of years from the date of the passag of, a single or double track street on certain streets therein named, ing South 40th avenue, otherwise as Crawford avenue, from the no of West Madison street to the cen of West 31st street, which sai and privilege will expire on Febru 1915; and

WHEREAS, Said company ha

structed a single track in said South 40th avenue, from West Madison street, to West Taylor street and a double track from West Taylor street to Ogden avenue and a double track from West 26th street to West 31st street; and

WHEREAS, The time limit in said ordinance fixed for the construction of said railway has expired and no further work can be done under said ordinance by reason of the expiration of the time limit therein contained; and

WHEREAS, By reason of the incomplete condition of the street car tracks in said South 40th avenue, the street car service in said street is inadequate and there is not sufficient accommodation for that portion of the population of the city residing contiguous to said street; and

WHEREAS, Such accommodation will be greatly increased if a complete double track shall be constructed and operated in said South 40th avenue between West Madison street and West 31st street, with proper connections with all intersecting lines; and

WHEREAS, Said Ogden Street Railway Company has assigned to the Chicago Consolidated Traction Company all its rights under said ordinance of February 18, 1895; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That, subject to all the terms, conditions and limitations hereinafter expressed, permission and authority are hereby given and granted to the Chicago Consolidated Traction Company, its successors and assigns, to lay down, construct, maintain and operate an additional street railway track in South 40th avenue, from the north line of West Madison street to the center line of West Taylor street, and parallel to the single track now in said South 40th avenue between said points, and to move the present single track in said South 40th avenue between said points, so that the said tracks shall occupy the center sixteen feet of said South 40th avenue between the points aforesaid; to lay down, construct, maintain and operate a double track street railway in said South 40th avenue, between the center line of Ogden avenue and the center line of West 26th street, such tracks to be connected with the tracks already laid in said South 40th avenue and extending from the north into Ogden avenue and from the south into said West 26th street; to connect said line, when completed, in said South 40th avenue, by proper curves, with the intersecting lines located in West 12th street, Ogden avenue and West 26th street; and to erect all poles and string all wires necessary to operate the said street railway tracks, when completed, by electricity applied by means of the overhead contact trolley system.

SECTION 2. In the construction of the street railway tracks hereby authorized, the rails to be laid shall consist of modern, grooved, steel rails, of the weight and pattern provided for by the Revised Municipal Code of 1905 of the City of Chicago and the amendments thereto, which shall be supported upon and carried in a concrete road-bed of sufficient strength to sustain the surface load. The rails shall be properly welded or bonded, so that the conductivity of the joints shall be equal to the conductivity of the rail. All overhead construction shall be of the most modern type. The overhead contact trolley wires, together with the feeder wires, shall be suspended from poles set in concrete within the curb lines, so as to obstruct the public use of the streets and sidewalks as little as possible. Said poles shall be of iron or steel, ornamental in design and kept well painted.

Said electric trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, and the said poles and supports shall be placed at an average of one hundred and fifteen (115) feet apart, except that at the intersection of streets, avenues or alleys, or the crossings of railroad tracks, when

said distance would place the said poles or supports on intersecting streets, avenues or alleys or railroad rights-of-way, said poles shall be placed at some convenient distance from such crossings, less than one hundred and fifteen (115) feet apart.

All trolley wires shall be of hard-drawn copper, phosphor bronze, silicon bronze or some other material of strength equal to hard-drawn copper. There shall be at least two insulations between all trolley wires and each supporting pole.

All materials used in said electric overhead construction shall be of the most modern type, and capable of sustaining all weights and strains that may come upon it; including those due to wind, sleet and ordinary accidents.

All wires and conductors for the transmission of electricity in and along any of said railways shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the public use of said streets, alleys or sidewalks, and all electric work of every kind and character shall comply strictly with the ordinances of the City of Chicago now or hereafter in force, applicable thereto.

All electrical work shall be installed, operated and maintained under the supervision and subject to the approval of the City Electrician of said city.

All work of construction and repair of every kind and character, other than electric work, authorized by this ordinance shall be done and maintained under the supervision and subject to the approval of the Commissioner of Public Works of said city.

Both the character and design of the trolley poles hereby authorized to be erected shall be subject to the approval of the Mayor of the said City of Chicago. They shall have, at or near the top of the pole, an arm or bracket of suitable design for carrying electric street lights, and the City of Chicago shall at all times during the maintenance of said poles have the right, without charge to it, to equip the same with its electric wires and lamps for street lighting, said equipment to be at the expense of said city and under the supervision of the City Electrician, and to be done and maintained at all times in such a manner as not to interfere with the use of said poles for the operation of said railways, in consideration whereof the City of Chicago shall indemnify and save harmless the said company from all damages, judgments and costs which the said company may suffer by the said use of said poles by the said city.

Section 3. It is hereby made an express provision of this ordinance that the grantee herein, its successors and assigns, shall pave the center sixteen (16) feet in width, in said 40th avenue, from West Madison street to West 31st street (being the sixteen (16) feet to be occupied by the tracks of the said grantee) with granite paving blocks having a uniform grain and texture, without lamination or stratification and free from an excess of mica or feldspar. Such blocks shall measure from three and one-half (3½) to five and one-half (5½) inches in width, and from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints) and not less than five (5) inches in depth. They shall be dressed so as to have substantially plane surfaces, so that when in place the points at the ends and sides shall average one quarter (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to a polish under traffic shall not be used. They shall be laid in such manner as may be prescribed by the said Commissioner of Public Works, and the said pavement shall be kept in good order and condition, clean and free from snow and ice, and shall be sprinkled during the period from May 1st to September 30th of each year, so as to be free from dust, all at the expense of the said grantee herein, or its successors and assigns.

SECTION 4. The consent, permission and authority granted by this ordinance are so granted upon the express condition that the said Company shall, within fifteen days after the acceptance of this ordinance, weather permitting, lay down and operate a temporary single track in said South 40th avenue, from the north line of West Madison street to the center line of West Taylor street, on the West side of South 40th avenue and parallel to the single track now in said South 40th avenue, between said points, and equip and operate the same sufficiently to accommodate the traffic on said street between said points, from the aceptance of this ordinance to the 1st day of August, A. D. 1907, said temporary tracks and equipment to be of such character and in such location as may be approved by the Commissioner of Public Works and the City Electrician of said city; and upon the further condition that the said company shall, on or before the 1st day of August, A. D. 1907, remove said temporary tracks and construct, equip and operate the tracks authorized and described in the preceding sections of this ordinance, and under the several provisons and requirements thereof. In the event of any failure to comply with the provisions of this section, all of the rights, privileges and authority granted by this ordinance to the said company shall be forfeited and shall wholly cease and determine.

SECTION 5. The permission and authority hereby granted shall wholly cease and determine on the 18th day of February, A. D. 1915, and thereupon all and every or any right whatever of the said Chicago Consolidated Traction Company, or its successors, lessees or assigns, or any or either of them, to construct, maintain or operate any of the said street railway tracks authorized by this ordinance shall wholly cease and determine. Provided, however, that in the event that the City of Chicago, or any person, persons or corporation authorized thereto by the City of Chicago shall (either before or after the said 18th day of February, 1915) seek to acquire by purchase or condemnation the street railway tracks and appurtenances of the said company authorized to be constructed, maintained and operated in the said streets in said city by this ordinance, the value of the said street railway tracks and appurtenances shall be fixed and determined for the purpose of such purchase without including in such value any sum or allowance as the value of the earning power of such property or the then unexpired portion of the franchise or right to occupy the said streets granted by this ordinance. But such valuation for the purpose of any such purchase shall be fixed wholly upon the then cost to reproduce the physical property then constituting the said street railway tracks and appurtenances less the then existing depreciation of the said physical property.

SECTION 6. This ordinance shall take effect from and after the filing with the City Clerk of said city of a written acceptance hereof, duly executed by the Chicago Consolidated Traction Company and the Chicago Union Traction Company (said last named company being in possession of and now operating said lines) and by the receivers of the said Chicago Union Traction Company, provided that if the said acceptance is not filed within ten (10) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect.

CHARLES WERNO,
Chairman.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, December 4, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Judiciary to whom

was referred an ordinance regulating billboards, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE

Amending Article XXIII of Chapter XV of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Article XXIII of Chapter XV of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so that said Article shall hereafter read as follows:

"ARTICLE XXIII.

BILLBOARDS, SIGNBOARDS AND WOODEN FENCES.

"705. (Billboards or Signboards on Buildings.) Every billboard of greater height than two feet and placed on any building shall be faced with iron or other incombustible material with framework of wood or iron, and shall be securely anchored and fastened to such building in such manner as to make the same safe, to the satisfaction and approval of the Commissioner of Buildings. When such billboard or signboard is situated above or upon the roof of any building the supports and framework for same may be of wood, and the number of such supports and the construction of same and the construction of the framework for same shall be satisfactory to and approved by the said Commissioner.

"No billboard or signboard anchored to, fastened to, or situated above or upon the roof of any building shall be placed so that the face of same shall come within three feet of the inner plane of the outer wall of such building, nor shall the same be constructed so that the bottom of such billboard or signboard shall be less than one foot or more than three feet above the surface of such roof; the face of such billboard of signboard shall not exceed ten feet in height, nor shall it exceed twenty-four feet in length for every twenty-five feet of frontage on the building on which it is placed, nor extend beyond the wall of said building; and such billboard or signboard shall have a door in the center of same which can be readily opened and which when so opened will leave a clear space at least four feet in width and seven feet in height from the roof to the top of said door.

"No billboard or signboard shall be anchored to, fastened to or situated above or upon the roof of any building more than two (2) stories in height; and no billboard or signboard shall be anchored to, fastened to or situated above or upon the roof of any building having other than a flat roof.

"No billboard or signboard such as is described in this section, whether anchored to or fastened to any building or situated or located upon the roof thereof, shall be constructed and put in place unless in accordance with plans and specifications which have been submitted to and approved by the Commissioner of Buildings.

"706. (Size and Construction of Billboards and Signboards Erected Within Fire Limits Otherwise Than on Buildings.) No Billboards or signboards erected within the fire limits as now defined or as they may hereafter be defined by ordinances of the City (other than signboards and billboards referred to in Sections 705 and 707 hereof) shall exceed twelve (12) feet in height, and the same shall be constructed of tin or galvanized iron or some other equally incombustible material, except that the stringers, uprights and braces thereof may be made of wood. All such billboards or signboards shall be so

curely anchored or fastened so as to be safe and substantial.

"706a. (Height and Distance from Ground of Billboard or Signboard Erected Within Fire Limits.) No billboard or signboard (other than those referred to in Sections 705 and 707 hereof) shall be constructed within the fire limits at a greater height than seventeen feet above the level of the adjoining street, and the base of the billboard or signboard shall be in all cases at least five feet above the level of the adjoining street, and in case the surface of the ground upon which such billboard or signboard is erected is above the grade of the adjoining street, the base of such billboard or signboard shall be not less than two feet above the surface of the ground. In case the grade of the adjoining street or streets has not been established, no such billboard or signboard shall be constructed at a greater height than seventeen feet above the level of the street adjoining the ground upon which such billboard or signboard is erected.

"707. (Wooden Billboards or Signboards — Construction — Size — Exceptions.) Billboards or signboards not exceeding twelve square feet in area may be built of wood or other combustible material, and such billboards or signboards shall be exempt from the provisions of this article. Signs erected flat against the face of buildings shall also be exempt from the provisions of this Article, provided that such signs shall be safely and securely fastened to the building.

"708. (Billboards or Signboards Erected Outside of the Fire Limits—Construction—Size.) All billboards or signboards erected outside of the fire limits as now defined or as they may hereafter be defined by the ordinances of the city (other than those referred to in Sections 705 and 707 hereof) shall comply with the following conditions:

"If such billboard or signboard be erected or located so that no part thereof is nearer than ten feet to any building, wooden fence, or other structure, such billboard or signboard may be constructed of wood or other combustible material, but no part of same shall exceed seventeen feet in height, and the same shall be so constructed that there shall be a clear space of not less than five feet between the bottom of such billboard or signboard and the surface of the ground upon which such billboard or signboard is erected. If any part of such billboard or signboard shall be within ten feet of any building, wooden fence, or other structure, the size and construction of such billboard or signboard shall be limited as is provided in Sections 706 and 706a for billboards or signboards erected within the fire limits. All billboards or signboards erected outside of the fire limits as provided for in this section shall be securely anchored or fastened so as to be safe and substantial.

"709. (No Billboard or Signboard Shall Be Erected Without Permit.) No billboard or signboard such as is described in this article shall be erected or maintained within the City unless a permit shall first have been secured by the person desiring to erect or maintain such billboard or signboard from the Commissioner of Buildings, to whom application for such permit shall be made; and such application shall be accompanied by such plans and specifications of the proposed billboard or signboard as are necessary to fully advise and acquaint the said Commissioner with the construction of such proposed billboard or signboard. If the plans and specifications accompanying such application shall be in accordance with the provisions of this article said Commissioner shall there-

upon issue a permit for the erection of such billboard or signboard, upon the payment by the applicant of a fee as hereinafter fixed; provided, however, that none of the provisions of this article shall apply to or affect any billboard erected upon land abutting the right-of-way of any railroad where such billboard does not come within twenty-five feet of any public highway and where the bottom of such billboard is not less than three feet from the ground and the same is situated more than fifty feet from any building.

"710. (Alteration and Repair of Billboards and Signboards.) No material alteration or repair of any billboard or signboard shall be made except upon a written permit issued by the Commissioner of Buildings authorizing such alteration or repair; and such permit shall be issued upon application in writing made to such Commissioner by the owner of such billboard or signboard or by the person in charge, possession, or control thereof accompanied by a plan or statement of the proposed alterations and repairs to be made; which, if satisfactory to and approved by the Commissioner of Buildings, shall authorize such applicant to receive a permit upon the payment of a fee therefor as hereinafter fixed; but such alteration shall not be construed to apply to the changing of any advertising matter of any billboard or signboard, nor the refacing of the framework supporting same.

"711. (Billboards Now Existing to Be Altered to Comply With the Provisions of This Article.) Every now existing billboard or signboard, whether erected upon or above the roof of any building or attached or fastened to the wall or walls of any building, or standing upon or erected upon any lot or premises, which is now erected or which is now maintained contrary to the provisions of this article, shall be forthwith removed or altered, changed, or cut down so as to fully comply with such provisions; and any billboard or signboard now existing and not complying with the provisions of this article which shall not have been removed or torn down or so altered and changed within sixty days from and after the passage of this ordinance as to be brought into conformity with the provisions of this article by the owner thereof or by the person in charge, possession, or control thereof, shall be torn down by the Commissioner of Buildings and the cost and expense of tearing down such billboard or signboard shall be charged to the owner of such billboard or signboard or the person in charge, possession, or control thereof, and shall be recovered from such person for the use of the city by any appropriate proceeding therefor.

"712. (Duty of Commissioner—Owner's Name to Be Placed on Top of Billboard.) It shall be the duty of the Commissioner of Buildings to inspect all plans and specifications submitted in connection with the erection or construction or the alteration or repair of any billboard or signboard and to approve same if the method of construction and provisions made for fastening, securing, anchoring, and maintaining such billboards or signboards are such as will serve to protect the public and to render such billboards or signboards safe and substantial. It is further made the duty of the Commissioner of Buildings to exercise a supervision over all billboards and signboards erected or being maintained under the provisions of this article; and whenever it shall appear to said Commissioner that any such billboard or signboard has been erected in violation of this ordinance or is in an unsafe condition or has become unstable or insecure or in such a con-

dition as to be a menace to the safety of the public, he shall thereupon issue or cause to be issued a notice in writing to the owner of such billboard or signboard or the person in charge, possession or control thereof, if the whereabouts of such person is known, informing such person of the violation of this ordinance and the condition of such billboard or signboard and directing him to make such alterations or repairs thereto or to do such acts or things as are necessary or advisable to place such billboard or signboard in a safe, substantial, and secure condition, within such reasonable time as may be stated in said notice. If the person so notified shall refuse, fail, or neglect to comply with and conform to the requirements of such notice, said Commissioner shall, upon the expiration of the time therein mentioned, tear down or cause to be torn down such billboard or signboard and shall charge the expense of such tearing down to the person so notified. If the owner of such billboard or signboard or the person in charge, possession, or control thereof cannot be found or his whereabouts is not easily ascertainable, the Commissioner shall attach or cause to be attached to such billboard or signboard a notice of the same import as that required to be sent to the owner where such owner is known; and if such billboard or signboard shall not have been made to conform to this ordinance and placed in a secure, safe, and substantial condition, in accordance with the requirements of such notice, within thirty days after such notice shall have been attached to such billboard or signboard, it shall be the duty of the Commissioner of Buildings to thereupon order such billboard or signboard torn down; provided that nothing herein contained shall prevent the Commissioner of Buildings from adopting such precautionary measures as may be necessary or advisable in case of imminent danger in order to place such billboard or signboard in a safe condition, the expense of which may be charged to and recovered from the owner of same in any appropriate proceeding therefor. No permit shall be issued to any applicant for permission to erect a billboard or signboard unless such applicant shall agree to place and maintain on the top of such billboard or signboard the name of the person or corporation owning same or who is in charge, possession, or control thereof. It shall be the duty of the Commissioner of Buildings to see to it that the name of the person or corporation owning or in possession, charge, or control of such billboard or signboard is placed upon such billboard or signboard forthwith upon the erection thereof and is kept thereon at all times while such billboard or signboard is maintained; and in case the owner of such billboard or signboard or the person in charge, possession, or control thereof shall fail or refuse to place and maintain such name on the same after due notice from the Commissioner of Buildings he shall be subject to the penalty hereinafter provided for.

"713. (Fees for Permits.) The fee to be charged for permits issued for the erection or construction of billboards or signboards or for the alteration or repair thereof shall be two dollars ($2.00) for each billboard or signboard.

"714. (Penalty.) Any person or corporation owning, operating, maintaining, or in charge, possession, or control of any billboard or signboard within the city, who shall neglect or refuse to comply with the provisions of this article, or who erects, constructs, or maintains any billboard or signboard that does not comply with the provisions of this article, shall be fined not less than twenty-five dollars nor more than two hundred dollars for each offense; and each day on which

any such person shall permit or allow any billboard or signboard owned, operated, maintained, or controlled by him to be erected, constructed, or maintained in violation of any of the provisions of this article shall constitute a separate and distinct offense.

"715. (Fences—Height Of.) No wooden fences shall be constructed of greater height than eight feet above the sidewalk grade or eight feet above the surface of the ground where no grade is established."

SECTION 2. This ordinance shall take effect and be in force from and after January 1, 1907.

WM. E. DEVER, *Chairman.*

ALSO,

The same committee, to whom was referred ordinance amending Section 1497 of the Revised Code of 1905, concerning slungshots, and an ordinance amending Section 2454 of the Code concerning concealed weapons, submitted a report recommending that the ordinances be placed on file.

Ald. Dever moved to concur in the report.

The motion prevailed.

LICENSE.

The Committee on License, to whom was referred an ordinance amending Section 1329 of the Revised Code of 1905, concerning the prorating of license fees, submitted a report recommending that the ordinance be placed on file.

Ald. Dunn moved to concur in the report.

The motion prevailed.

GAS, OIL AND ELECTRIC LIGHT.

The Committee on Gas, Oil and Electric Light submitted the following report:

December 10, 1906.

To His Honor, the Mayor, and the Members of the City Council:

Your Committee on Gas, Oil and Electric Light, to whom was referred a resolution introduced by Alderman B. W. Snow on November 12, 1906, and which resolution follows, has considered such resolution and respectfully submits the following report:

"WHEREAS, It is reported in the public press that a proposition is under consideration looking to the leasing of the Chicago Edison Company to the Chicago Subway interests, the latter being the interests controlling the franchise granted the Illinois Telephone and Telegraph Company, both being public service corporations existing and doing business by virtue of franchise rights granted by the City of Chicago; and

WHEREAS, It further appears in the public press that the basis of the proposed leasing of the Chicago Edison Company is a 'guarantee for three years of a dividend of eight per cent. on Chicago Edison stock, and for the succeeding two years eight and one-half per cent., and for the remaining period of the lease nine per cent.' with the lease to be made for a period of ninety-nine years; and

WHEREAS, The Chicago Edison Company is now operating under a franchise that expires in 1912, while the franchise of the Illinois Telephone and Telegraph Company expires in 1929; and

WHEREAS, The Legislature of Illinois in 1905 enacted a statute, since adopted by popular vote providing that 'the City of Chicago shall have the power and authority to sell surplus electricity for heat, light and power within the corporate limits of said city, and is hereby empowered to prescribe by ordinance maximum rates and charges for the supply of gas and electricity

for power, heating and lighting furnished by any individual, company or corporation to such city and the inhabitants thereof,' the only limitation upon such right being that the rates and charges established shall be just and reasonable; therefore, be it

Resolved, By the City Council of the City of Chicago,

First, That it is contrary to public policy and inimical to proper public control for public service corporations to enter into contractual relations or assume contractual obligations extending beyond the term of the franchise under which they are operating; and

Second, That the rate charged for public services rendered by public service corporations should not be one calculated to return greater than six per cent. as the annual dividend upon the capital actually invested in the plant of such corporation, such capital not to include any capitalization either of franchise or good will; and, be it further

Resolved, That the Committee on Gas, Oil and Electric Light be and is hereby instructed to investigate the reported merger and to report to this Council all facts connected therewith."

The above resolution was taken up for consideration by your committee at its meeting Wednesday, November 14, 1906. The introducer of the resolution appeared before the committee, and the resolution was discussed generally. The following points seemed to be pertinent under the subject of the resolution:

If such a merger is contemplated, what power has the city to take part in it or to prevent such merger?

In what way would the rights of the city or the public be prejudiced by such reporter merger?

Is it possible under the laws of the State of Illinois for a public service corporation of such character to lease the rights given under its franchise to another such public service corporation?

Would the rights of the city under authority given it by the legislature, to regulate the rates to be charged for electricity used for light or power, be interfered with if such reported contractual relation should be entered into?

In case the Chicago Edison Company should fail of itself to secure sufficient net earnings to pay the rates of dividend reported as guaranteed, would the controlling corporation seek to increase other charges made upon the public, sufficiently, to make up the deficiency in the payment of such guaranteed charges?

Under the ordinance granted to the Illinois Telephone and Telegraph Company the city has the right to take over its property at the expiration of its franchise in 1929. Would such lease or contractual relation in any way affect or prejudice the rights of the city to take over such property at the expiration of the franchise?

And lastly, that possible purchasers of stocks or bonds should have notice in advance that the City of Chicago questions the right of such corporations to enter into any such lease or contractual relation.

After such general discussion, the committee instructed its chairman to communicate with the Corporation Counsel and to ask his opinion regarding the rights of the city, based upon the assumption of the facts as stated in the resolution. The Corporation Counsel sent to the committee the following partial report which was presented at its meeting November 16, 1906. The chairman was further directed to request representatives of the two corporations mentioned to appear before the committee to give such information as they were willing to give regarding the proposed merger.

Accordingly the chairman invited Mr. Samuel Insull, President of the Chicago Edison Company, Mr. William G. Beale, General Counsel for the Chicago Edison Company, and Mr. A. G. Wheeler, Presi-

dent of the Illinois Telephone and Telegraph Company, to be present at the meeting of the committee to be held November 16, 1906. At such meeting Mr. Insull and Mr. Beale representing the Chicago Edison Company, and Judge N. C. Sears, representing the Subway interests, were present. The subject was discussed at length and your committee herewith reports a summary of the statements made by Mr. Beale, Mr. Insull and Judge Sears:

REPORT OF THE CORPORATION COUNSEL.

OFFICE OF CORPORATION COUNSEL,
November 15, 1906.

Hon. Linn H. Young, Chairman of Committee on Gas, Oil and Electric Light.

DEAR SIR—I beg to acknowledge the communication from yourself and your committee, of date of November 14th, to which is appended a copy of a resolution by Alderman Snow, referred to your committee by the Council.

Your honorable committee propounds questions to me of such serious importance—and which I may add have been subjects of much vexatious differences among the courts of our country—that I beg to be excused from rendering an opinion upon the same within the short length of time your committee limits me. The official matters of the city upon me just at present so monopolize my immediate opportunities that I cannot give to the subject the personal investigation which I would prefer to give previous to announcing a conclusion. For reasons quite satisfactory to myself I prefer to enter upon this investigation personally rather than to commit it to any one of my assistants.

Permit me also to say that your letter calls for my opinion generally. I would like to know whether it is your desire to be informed as to whether the companies referred to entered into their consolidations or arrangements under the State law, or the general laws prevailing as to corporations, and their powers? or whether—did your honorable committee mean to ask—could such be done under the existing ordinances of the city? or, if such was done under the general existing laws, do the ordinances concerning those particular companies affect the question either as an aid or preventative? When you ask "what are the rights of the city," did you mean the rights of the city to consent to consolidation, should such be attempted, or did you mean what privilege, or right, or authority, would the city have to still enforce the particular provisions of the ordinances concerning these companies, or either of them, and if such rights of the city existed to the same degree and extent against the consolidated companies as existed against the individual companies previous to consolidation?

As to the question "what would the effect upon the rights of the city to take over the property of the Illinois Telephone and Telegraph Company, at the expiration of its franchise in 1929," did your honorable committee mean to ask what would be its effect as to whether such would be a preventative to the city or not, or did your committee mean to ask whether the city could take over the franchise as against the consolidated company the same as it might have done under the constitutent company? or did you mean to ask what would be the effect upon the rights of the city to regulate the uses, charges, etc., of the consolidated company?

If your honorable committee can make these matters clear to me as to your desires, it will give me great pleasure personally to serve you; but should your time not allow any more specific inquiry than that contained in your communication of the 14th, I will, upon my return from New York —which I trust will be as early as

Tuesday—give specific investigation as to all of the matters which I assume your inquiry might cover and lay upon your table such further, complete information as I have upon the subject, to the end that your committee may have my judgment touching all phases as I assume them.

I have the honor to be,

Very respectfully,

J. HAMILTON LEWIS,
Corporation Counsel.

STATEMENT BY MR. REALE.

Overtures have been made by some gentlemen to stockholders in the company to buy their stock, simply, but there is no sale by the company. There has been no idea of a sale, no thought of a sale by the company. There could not be any sale by the companies. The Chicago Edison Company will be here just the same and the Commonwealth Company will be here just the same.

The state has not given us the right to lease, and until the state gives it to us we could not lease if we wanted to. If anybody should come to me to buy my stock, there is no reason why I should not sell it to him if he is willing to pay me enough. All I want to say is, whether it materializes or amounts to anything or not I do not know, that they have come to one or two of the large stockholders. They have not come to the company, because the company could not do it, and these stockholders will not sell to anybody and get out unless an offer is made which will allow any stockholder to sell. If anything is done it will be done in such a way that any stockholder can sell. Whether there would be any consolidation or not depends on the purchaser. There is no movement on foot of any attempt at consolidation that I know of.

Now, let me tell you again the exact facts. There is no idea of a lease. We could not lease if we wanted to. There has been no discussion of a lease. The laws of this state do not permit any such lease, and any lawyer in this room knows it. By force of a special statute authorizing railway companies to lease, one to another, the Supreme Court of this state has held that statute applicable to street railway companies. But there is nothing applying to other public service corporations, nothing at all as to electric lighting companies or gas companies or telephone companies, or any of the so-called public service corporations. We could not lease if we wanted to. We have discussed here the facts that we could not consolidate our own two corporations, the Edison Company and the Commonwealth Company, and how could we consolidate with the Subway Company?

We have not a scrap of paper or a scratch of a pen making any proposition either to the stockholders or to the company. Whether we will ever get one or not I do not know. I expect that ultimately the stockholders will get some kind of a proposition from gentlemen to buy them out in some way.

It is simply impossible, gentlemen, as a proposition of law for a corporation to to give more rights than it has. Nothing in contemplation would have prejudiced the rights of the city.

As a matter of fact the amount of stock that a public service corporation has out is of no consequence at all except as one indication of what is fair compensation. The general rule is that just compensation is compensation on the value of the property at the time it is being used. If there is too much stock out, they will not get so much compensation on it. You cannot make stock and bonds a final test.

STATEMENT BY JUDGE SEARS.

I assume that what the Council is interested in is the action of the two public utility companies. namely, the Illinois Tunnel Company and the Edison Company, which enjoy franchises from the City of Chicago.

I said to my friend, Mr. Beale, this

morning, when I met him here that if a merger was contemplated or being negotiated between the company of which he was general counsel and the company of which I was general counsel, it was a little singular that he and I had not met for three months last past, and I never had the pleasure of meeting Mr. Insull until this morning in this room.

Now, so far as the Illinois Tunnel Company is concerned, of which I am general counsel, I wish to say this, so far as I am concerned, and I believe I know: so far as I am aware no overtures have been made and none have been contemplated, and as long as I am general counsel of the company none will be made or contemplated, looking to a merger with the Chicago Edison Company or the Commonwealth Company or looking to the purchase of any of the stock of any of the stockholders of that company. If the Illinois Tunnel Company ever undertakes any of these things it will be against my advice and after I have ceased to be its general counsel, because it cannot do it. It cannot become a stockholder in the Edison or Commonwealth, and it cannot merge with the Edison and the Commonwealth.

Now the situation probably is, although I do not know this, that some gentlemen in New York City have been trying to buy some of the stock of these companies. The Illinois Tunnel Company has not undertaken and I believe will not, undertake to go into any merger with either of these companies.

STATEMENT BY MR. INSULL.

A newspaper man asked me recently whether we contemplated leasing our property or merging it with the Illinois Tunnel Company, and I said we did not; and he asked me whether there was any other proposition under consideration and I said there had been some interviews here with some people here, and in New York, but that there was not a single proposition of any kind whatsoever reduced to writing. I cannot express m self any plainer.

On the legal side of the situation, M Beale has stated our position. I rea do not know whether we will ever ceive a proposition—that is, I am n talking of the stockholders—and after is received I do not know whether stockholders will accept it if it is ma If any is made it will be made on basis of purchasing other securities, I would dislike very much at this ti to hazard an opinion that the proposit would be made and that such a prop tion, if it is made, would be accepted.

There has never been a communicat of any kind whatsoever made to the b of stockholders, and I do not believe t ten stockholders out of the seven hund of the Edison Company have been spo to, certainly not by me. There is ab lutely no negotiation under considerati The only thing that is being discussed all is the question of buying shares of stock of the Edison Company. There no leasing or anything else.

Instead of a merger of this kind be opposed to public policy, if it were po ble to make it, and any lawyer in room knows that it is not possible, no ing would be so conducive to the inter of the people who want cheap light cheap manufacturing, than for all of concerns manufacturing electric light current or manufacturing current to under one head.

In the communication of the Corp tion Counsel presented to the commi at its meeting November 14th, 1906, Corporation Counsel suggested a fur communication after securing, if possi more complete information regarding subject under consideration. The c mittee, therefore, directed the chair to take up the subject further with Corporation Counsel with the purpos securing additional information and vice. As a result of such conference following additional communication

received from Corporation Counsel Lewis, and presented to the committee at its meeting held Saturday, December 8, 1906:

OFFICE OF THE CORPORATION COUNSEL,
December 6, 1906.

To the Honorable, the Chairman and Committee Upon Gas, Oil and Electricity, etc.

GENTLEMEN—Upon the request of your honorable committee, initiated by resolution from Aldlerman Snow, demanding that I investigate the matter of the statements and general public information of the consolidation and amalgamation of the electric lighting companies and the electric companies of the City of Chicago, and that upon such information as I obtained, I advise your honorable committee of what I esteem to be the law in the premises.

Referring to my letter to your committee of the date of November 15, 1906, you will observe that I went to the city of New York for the purpose of obtaining direct information from the lips of those who could speak authoritatively, and under the directions of your honorable chairman I endeavored to obtain the information from as direct a source as was possible.

I am not permitted by the sources of my information to reveal publicly the names of my authority. But I am authorized to reveal these names to any members of the committee who might desire such for the purpose of knowing what sources of further information might be resorted to.

I inform you that at my visit to New York I sought the sources who were reputed to be representing the interests in the consolidation undertaken.

From these sources in which I rely, but which I do not regard without the possibility of misinformation themselves, I am able to report to you that it is currently understood in the financial circles of New York:

First. That the Commonwealth Electric Company is to pass into the hands of the Edison Company, either by the purchase of the stock of the one company in behalf of the other company, either by that company direct, or by an intermediate agency acting therefor.

Second. That these two companies when consolidated, or these interests when amalgamated, are then to pass into the hands of the Harriman interests and combined with the Automatic Telephone interests, and the interests of the Tunnel Company now being exercised and enjoyed in the joint name of the Illinois Telephone & Telegraph Company and the Illinois Tunnel Company.

I desire to inform your honorable committee that it is stated that this latter consolidation with the Harriman interests has no other purpose than to give greater enforcement to the electrical power for the purpose of conducting a railroad by electricity through the tunnel, and through such streets underground as the tunnel may go.

It is assumed that electric engines will be necessary, as it is impossible for the tunnels to be used by locomotive engines, smoking with coal, and this it is said, is the only reason for combining the electrical power, so far as the railroad in the tunnel interests are concerned.

It is also reported to me from sources which I must credit, that there has been initiated a move to include the gas companies, to-wit, The Peoples Gas and the Ogden Gas within the consolidation. I am informed that the interests representing the gas companies refuse to enter into the arrangement, pointing out that under some obligations to the honorable City Council of Chicago, they felt barred from consid-

ering the proposition, and could only do so, if at all, with the consent of your Honorable Body. My information is that one of the stockholders of the Gas Company, a Mr. Brady, as spokesman for the company, so communicated the situation. It is reported that those interested in the Cosmopolitan ordinance are also to enter into the amalgamation, so far as any rights under the said ordinance to conduct electrical business are granted.

From other sources it was learned by me that these electrical companies would make some arrangement with the General Electric Company of New York, by which that company became the owner of a large interest in the amalgamated property herein referred to. I wish to say that I am compelled to arrive at a contrary conclusion concerning this latter information. I am able to inform your honorable committee that reliable information assures me that the financial interests represented in what is known as the Harriman syndicate is the same financial interests as is represented by what is known as the Standard Oil interests and Mr. John D. Rockefeller and his associates. I am personally informed, and am personally acquainted with the fact, that on the other hand, the interests of the General Electric Company of New York is controlled by interests under the domination of the banking house of John Pierpont Morgan & Company. If I may be pardoned for referring to my personal history, I was one of the counsel in the late litigation known as the Northern Securities case, and previous to taking my present office was counsel in the contest between the Harriman and Hill and Morgan interests in this important railroad conflict. I personally know that conditions exist which make it almost impossible to assume at this time that there is any harmony or amalgamation in the arrangements and financial dealings between the interests represented by Harriman and those by Mr. Morgan—the exception to this statement is limited to matters which began and transpired previous to March, 1905. I am quite certain that your honorable committee may eliminate any consideration of the General Electric of New York being now interested in, or to be interested in, the properties of the Harriman interests at the city of Chicago.

The amalgamation to which I have referred, would result in putting all electric companies, or in other words, the electrical interests, into the hands of one power, and that power dominating the distribution of such electrical enterprises, as to its judgment seemed profitable, limited by such supervision as your Honorable Body, coupled with the City Council, would see fit to impose.

I beg to say that I have conferred with the Honorable William G. Beale because of interests he represents at this time, to-wit, the Commonwealth and Edison Electric Companies, have brought to his attention that I was possessed of information apparently in conflict with the statement he made before your honorable committee. He pointed out to me with all clearness —and with what I regard satisfactory —that the conflict is more apparent than real;—that he stated to your committee "that the stock of one of the concerns, or both of them, might be purchased from the stockholders by some new or intervening agency, or by some individual personally, but that depended wholly upon a further consideration of propositions which up to the date of his speaking, had only been tentatively suggested."

I beg to say that any information I here convey that may appear to be in conflict with the statement of Mr. Beale, could all exist and the events of the same have accrued subsequent to such

statement made by Mr. Beale, and can be wholly consistent with his statement that some intermediate agency will purchase the stock of the stockholders, instead of the companies purchasing each others. In other words, the information of your honorable committee from all sources, indicates an attempt at amalgamation direct between the companies themselves, or one indirectly through the stockholders of the companies.

I beg to call to your attention that it is current history, that Mr. John J. Mitchell of the City of Chicago, banker and financier, in behalf of the enterprises I herein pointed out, visited New York and conferred with his associates in the undertaking, as early as April of the past year, again in June, and did this community the fairness to publicly have himself quoted in the public press, revealing as late as September, or thereabouts, what he had been doing, and what the contemplations were in respect to this proposed amalgamation. I am inclined to the conclusion that the statement of Mr. Mitchell justifies the presumption that the information given me at New York is ratified by him. My conclusion of fact therefore is that there is now existing a tentative and preliminary compact by which the stock or interests of both electrical companies may pass in to the hands of a third ownership in order to centralize the same, and that third ownership will pass into some form of joint ownership or control with or by the Harriman interests, which it is alleged, now control the interests of the Automatic Telephone and Telegraph Company. As to whether the plan when finally considered would be legal, would altogether depend upon the manner in which it was projected, the method of its arrangement, and the details of its device. Until this is made evident with some degree of exactness, I am unable to give to your honorable committee what may be said to be a complete opinion of the law. However, I make free to lay before you abstractly, one or two legal considerations with respect to your inquiry upon this subject:

ON THE LAW.

The ordinances of both electrical companies clearly disclose that any franchise exercised by either could only be transferred into the hands of others, with the consent of the City Council. And while it is in the power of those companies to transfer the right to conduct their business to some operating agency, the companies themselves would ever be looked to by the city as the responsible source; nor could it at any time, defeat or evade any responsibility under the ordinances, by virtue of any fact disclosing a transfer arrangement by the companies to some operating company.

Should there be an attempt to transfer the franchises of such companies, such transfer would infringe the rights of the city and trespass against the law forbidding monopoly. More, such would be in violation of any inherent rights on the part of the companies, now vesting in them, or either of them —though such transfer could be had with the consent of your honorable body, either through transfer or by an original form of franchise to the new agency, merely duplicating the provisions of the old ones. Whether or not the stockholders could transfer their stock into the hands of third persons—there can be no doubt such is the right of the use of property, that any stockholder may sell his stock to whomsoever he pleases, and thus any one person may be the owner of all the stock of many companies. In this manner, the one person is therefore simply the stockholder. Such is the actual relation of Mr. James J. Hill to many railroad companies which go by

the name of railroad companies, but the stock is personally owned in its majority by Mr. James J. Hill. It is a notorious fact in financial history that Baron Rothschild, one son and one brother, own all the stock of seventy enterprises which traverse the civilized world in their extensions. The enlightened law, together with the march of commerce has not been able consistent with man's inherent rights and liberty, to prohibit an individual from doing with his own as he pleases, so long as by so doing he does not hurt others. Nevertheless, the question will still remain whether your honorable body wishes to allow such persons when they have become owners to do business in your community, or do the business they will seek to do, or in the manner that they would attempt to do. While it is not in your power to prohibit the transfer of stock in any manner from many owners to some one individual, nevertheless your power to say whether such transferee shall conduct business as such owner in the City of Chicago still exists, and will always be exercised by you consonant with what you deem to be the interests of the City of Chicago. Nor can you be compelled to grant privileges against your own good judgment wherever that judgment is exercised through the avenues of your official discretion as the agents of the people.

This feature at this time need not be considered further than to say, that should future developments call for a more extended or more applied opinion, your honorable body will have such from me based exclusively upon the contents of the amalgamation and directed to such questions as your honorable body or the Council may direct to me for reply.

I have heretofore had the privilege of giving to your committee an opinion as to the rights of transferees under certain public service ordinances in which I have pointed out, that the right to do business or to enjoy such transfer was subject to the approval of the Council. In that opinion I referred to several citations disclosing that such view was the authority of the leading states of the union, as well as the federal courts of the nation. Such is still my opinion, and adhering to same I conclude this note by informing your honorable body that whatever may be the final facts respecting the subject of the amalgamation or consolidation or transfer, the control of the same, so far as the same shall exercise authority or do business within the precincts of the City of Chicago and the corporate limits, will remain and rest under the guidance and supervision of your honorable body. As each instance of control or direction from the committee or the Council will of course turn upon the individual event under consideration at the time, I assume there is no necessity for anticipating the situation, nor offering your committee any suggestions until the necessity shall arise.

I have the honor to be,

With respect,

JAS. HAMILTON LEWIS,

Corporation Counsel.

The statements of Mr. Beale, Mr. Insull and Judge Sears, and the two communications from Corporation Counsel Lewis, present all the facts and information which the committee has been able to secure pertaining to the subject-matter of the resolution before the committee for its consideration. There seems to be no further action by the committee necessary pending future developments.

The committee therefore recommends that the resolution be placed on file.

Very respectfully submitted,

LINN H. YOUNG,

Chairman.

Ald. Young moved to place the resolution and report on file.

The motion prevailed.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance for the vacation of certain alleys in Bayley's Subdivision, between Forty-ninth and Fiftieth streets and Cottage Grove avenue and Evans avenue (vacated), having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance without compensation, said vacation being for the benefit of a religious institution:

AN ORDINANCE

For the vacation of a certain alley.

WHEREAS, The St. Francis Xavier Female Academy of Chicago, Illinois, a corporation organized and existing under the laws of said State, is the owner of Lots six (6), seven (7), eight (8), nine (9) and ten (10), in Elisha Bayley's Subdivision of the east half of the southeast quarter of the northeast quarter of the northeast quarter, and the east half of the northeast quarter of the southeast quarter of the northeast quarter of Section ten (10), Township thirty-eight (38) North, Range fourteen (14), East of the Third Principal Meridian; and,

WHEREAS, There is an alley sixteen (16) feet in width, extending north and south through said Lots eight (8) and nine (9), midway between Cottage Grove avenue and what was formerly known as Evans avenue, which said alley does not connect at any point with any other highway; and,

WHEREAS, Said Academy is desirous of using said lots as a single piece of property free from the incumbrance of said alley; now, therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all of the sixteen (16) foot alley extending north and south through Lots eight (8) and nine (9), in Elisha Bayley's Subdivision of the east half of the southeast quarter of the northeast quarter of the northeast quarter and the east half of the northeast quarter of the southeast quarter of the northeast quarter of Section ten (10), Township thirty-eight (38) North, Range fourteen (14), East of the Third Principal Meridian, be and the same is hereby vacated and discontinued; the alley so vacated being marked "vacated" upon the plat hereto attached and made a part hereof.

SECTION 2. The vacation herein provided for is made upon the express condition that, and shall not be effective unless, the said St. Francis Xavier Female Academy of Chicago, Illinois, shall, within thirty (30) days after the passage of this ordinance, file in the office of the Recorder of Deeds of Cook County, Illinois, a certified copy of this ordinance, together with the plat hereto attached; and upon the further condition that the City of Chicago shall always retain and have the right to maintain and operate any and all sewers, water pipes and conduits now existing in said alley; and upon the further condition that if said alley is ever used for anything other than religious and educational purposes, this ordinance shall not be operative.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the fol-

lowing report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, granting the Ford & Johnson Company vault, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to The Ford & Johnson Company to construct, maintain and operate a vault in the alley immediately in the rear of the west wall of their premises, 1546, 1548 and 1550 Indiana avenue, which said vault shall be of the following dimensions:

Eighty-five feet six (85 ft. 6 in.) inches long in a north and south line in said alley, along the line of the west wall of the building of The Ford & Johnson Co., seven feet two (7 ft. 2 in.) inches wide, commencing at the exterior of the west wall of said building, and of a depth or height not to exceed five feet eight (5 ft. 8 in.) inches from the bottom of said vault to the highest point in the roof thereof.

Said vault to be recovered with eight (8) inch eye beams three and one-half (3½) feet apart, filled with concrete, and the said vault shall be constructed in a substantial and workmanlike manner, under the supervision and to the satisfaction of the Commissioner of Public Works, and said vault shall be used exclusively by the grantee herein, its successors and assigns for the storage of coal and finishing materials, such as paints, oils and varnishes.

SECTION 2. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto, at the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or otherwise, said grantee, its successors or assigns, shall remove the said vault and restore the said alley above said vault to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever, to the City of Chicago, so that the portion of said alley where said vault shall have been located, shall be put in the same condition, safe for public travel, as the other parts of said alley in the same block. Said grantee shall do no permanent injury to said alley or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber more of said alley than shall be necessary to enable it to proceed with advantage in constructing the said vault. Should said vault interfere with or obstruct, in any manner, the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove said vault, or change the location thereof, as directed by the Commissioner of Public Works, at its own or their own expense, and without any expense whatsoever to the City of Chicago.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage, or expense of any kind whatsoever, which may be suffered by it, said City of Chicago,

or which may accrue against, be charged to, or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason, or on account of any act or thing done under or by virtue of the permission herein granted, and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted, shall thereupon cease.

SECTION 4. During the life of this ordinance, said grantee, its successors and assigns, shall at all times keep the alley under which said vault shall be located in a condition satisfactory to the Commissioner of Public Works and safe for public travel; and the permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall comply with all general ordinances of the City of Chicago, now or hereafter in force, pertaining to and regulating the use of space underneath the streets and highways of the City of Chicago, and also all general ordinances in relation to the maintenance of vaults, and said grantee, its successors and assigns shall maintain said vault at all times, in a manner satisfactory to the Commissioner of Public Works.

SECTION 5. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of ten ($10.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void, if said grantee or its assigns shall fail promptly to pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in full force from and after its passage and approval, provided, that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for, within thirty days of the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, granting switch track to William Hirschfeld, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing William Hirschfeld to construct, maintain and operate a single railroad switch track across certain streets and alleys alongside of the right of way of the Baltimore and Ohio Railroad Company.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to William Hirschfeld to construct, maintain and operate a single railroad switch track, beginning at a point on the right of way of the Baltimore and Ohio Railroad Company northwest of the alley between Avenue N and Avenue M, south of 98th street, and extending alongside of said right of way, south of 98th street, diagonally across the public alley between Avenue N and Avenue M across

Avenue M and across the public alley between Avenue M and Avenue L, as shown by the red line on the plat hereto attached, which is hereby made a part of this ordinance. The location of said switch track and the construction and maintenance of same shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTON 2. The permission and authority hereby granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said alleys and said street as are occupied by said switch track in good condition and repair, and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges hereby granted, by expiration of time or otherwise, said grantee shall remove said switch track and all appurtenances thereto, and shall forthwith restore the portions of said alleys and said street occupied by said switch track to a condition, safe for public travel, similar to the remaining portions of said alleys and said street in their respective blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The construction, maintenance and operation of the said switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks.

SECTION 5. Before doing any work under the authority herein granted the said grantee shall obtain a permit for same from the Commissioner of Public Works, and such permit shall not issue until the grantee herein shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor; conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance; and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given; and conditioned further to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. In consideration of the privileges herein granted the said grantee shall pay to the City of Chicago the sum of one hundred twenty ($120.00) dollars per annum during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or his heirs, executors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 7. It is further made an ex-

press provision of this ordinance, in consideration of the privileges herein granted, that the said grantee shall open up and dedicate to the public for use as a public alley, within thirty (30) days from the date of the passage hereof, sufficient ground in the rear of Lots twenty-six (26) and twenty-seven (27), of Block six (6), in the northwest quarter of Section eight (8), Township thirty-seven (37) North, Range fifteen (15), East of the Third Principal Meridian, in Cook County, not less than six hundred (600) square feet, to serve as a turning point in the alley between Avenue M and Avenue L, south of 98th street, as indicated on the plat hereto attached, and shall improve the same to the satisfaction and approval of the Commissioner of Public Works.

SECTION 8. This ordinance shall take effect and be in force from and after its passage and approval; provided that within thirty (30) days from the date of its passage the said grantee shall file his written acceptance of same, and the bond hereinbefore provided for, and shall also within said thirty (30) days file a plat in the office of the Recorder of Deeds of Cook County, showing the dedication hereinbefore provided for.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, granting International Harvester Company railroad switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted to the International Harvester Company to build, maintain and operate a standard gauge railroad track, crossing Kerfoot avenue and Eighty-third street, beginning at a point in the east line of the right of way of the Chicago, Rock Island and Pacific Railroad, ninety-eight (98) feet southwest of the southwest corner of Lot one (1), in Birkhoff's Addition to Auburn Park, in the City of Chicago, County of Cook and State of Illinois; thence by a curve one hundred and sixty-nine (169) feet across and over said Kerfoot avenue and Eighty-third street in said city in a northeasterly direction to a point in the north line of said Eighty-third street one hundred and ten (110) feet east of said southwest corner of said Lot one (1), into the yards of the Weber Works of the International Harvester Company; the whole of the aforesaid standard gauge railroad track on and across said Kerfoot avenue and Eighty-third street is to be used for switching and traffic purposes out of and into said yards, and is located as shown on the blue print attached hereto and made a part of this ordinance.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from the date of the passage of this ordinance or at any time prior thereto upon revocation of the said permission and authority by the Mayor, who may revoke the same at his discretion; whereupon this ordinance shall become null and void and the ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

SECTION 3. In consideration of the

privileges herein granted said International Harvester Company shall pay the City of Chicago the sum of one hundred nine dollars and fifty cents ($109.50) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of date of the passage of this ordinance, and each succeeding payment annually thereafter.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of said streets as are occupied by said track in good condition and repair to the satisfaction and approval of the Commissioner of Public Works. At the termination of rights and privileges herein granted by expiration of time or otherwise, said grantee shall remove said track, and all appurtenances thereto, and shall forthwith restore said streets occupied by said tracks to a condition safe and suitable for public travel, similar to the remaining portion of the said streets contiguous thereto.

SECTION 5. The operation and maintenance of the said track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of $10,000.00 with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city from or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, and upon the filing of an acceptance in writing of said ordinance by said grantee and the filing of the bond herein provided for.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, granting permission to Ed. V. Price & Co. to string an electrical wire, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Granting authority to Ed. V. Price & Company to string an electrical wire across the public alley running north and south between Franklin and Market streets, north of Van Buren street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and au-

thority be and the same are hereby granted to Ed. V. Price & Company, a corporation, to construct and maintain an overhead electrical wire across the public alley running north and south between Franklin street and Market street north of Van Buren street from the sixth floor of the building known as No. 266 Franklin street to the sixth floor of the building known as No. 237 Market street, as indicated on the plat hereto attached which is hereby made a part of this ordinance. Said wire shall be used exclusively by the said grantee for the purpose of transmitting light and power by electricity, and shall be constructed and operated in such a manner as not to interfere with travel in said alley, and the construction and maintenance of same shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. The operation and maintenance of the electrical wire herein provided for shall be subject to all general ordinances of the city of Chicago now in force, or which may hereafter be in force relating to electricity and the use of electrical wires.

SECTION 4. Said grantee shall not construct said wire until it shall have secured a permit from the Commissioner of Public Works and said permit shall not be granted until the said grantee shall make application in writing for same, and shall comply with the terms and conditions of this ordinance. Should said wire at any time during the life of this ordinance interfere with or obstruct in any manner, the construction of any municipal work hereafter to be constructed, the grantee shall remove said wire or change the location thereof as directed by the Commissioner of Public Works, at its own expense, and without any expense whatsoever to the city of Chicago; and said grantee at the termination of the privileges herein granted by lapse of time or otherwise, shall remove said wire at its own expense.

SECTION 5. No permit shall issue under the authority of this ordinance until the grantee herein shall execute to the city of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor conditioned to indemnify, save and keep harmless said city of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein granted; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance; and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. The grantee herein, its successors and assigns shall pay as compensation for the privileges herein granted the sum of ten ($10.00) dollars per annum, during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges hereby granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its

passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinbefore provided for, within thirty days from the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance in favor of B. Kuppenheimer Sons for a canopy, submitted a report recommending that the ordinance be placed on file,

Ald. Bihl moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance authorizing the construction, maintenance and use of a covered passageway across a public alley, by Schram Bros., having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

AN ORDINANCE

Granting authority to Schram Bros. to construct, maintain and use a bridge or covered passageway across the sixteen (16) foot alley in the rear of 499 and 501 Kinzie street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Louis Schram, Jacob Schram, Elmer E. Schram and Mar H. Schram, doing business under the firm name and style of Schram Bros., their successors and assigns, to construct, maintain and use a bridge or covered passageway across the sixteen (16) foot alley in the rear of 499 and 501 Kinzie street, connecting the second floor of the building known as 14 and 16 Armour street, described as lots one (1) to five (5), in block nineteen (19), Bickerdike's addition to Chicago, with the second floor of the building known as 499 and 501 Kinzie street, described as lots six (6), seven (7) and eight (8), in said block; said bridge or covered passageway shall be constructed of incombustible material, and located in accordance with the plat hereto attached, which is made a part hereof, and to which express reference is hereby had, a copy of which said plat and also plans and specifications for the construction of said bridge, which shall first be approved by the Commissioner of Public Works and the Fire Marshal, shall at all times be kept on file in the office of the Commissioner of Public Works. Said bridge or covered passageway shall be located at a point approximately thirty-four feet (34 feet) from front of building at 14 and 16 Armour street; the lowest portion of said bridge or covered passageway shall be not less than fifteen feet six inches (15 feet 6 inches) above the grade of the alley over which said bridge or covered passageway, shall cross, and said bridge or covered passageway shall not exceed seven feet (7 feet) in height, nor thirty-nine inches (39 inches) in width. Said bridge or covered passageway shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the city of Chicago, and no permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway until plans and specifications shall first have been submitted to and approved

by the said Commissioner of Public Works and Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. In consideration of the privileges herein granted, and as compensation therefor, said Louis Schram, Jacob Schram, Elmer E. Schram and Mar H. Schram, doing business under the firm name and style of Schram Bros., their successors or assigns, shall pay to the city of Chicago, during the life of this ordinance the sum of ..... dollars per year; the first payment shall be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void, if said grantees or their assigns shall fail promptly to pay any installment of said compensation.

SECTION 4. At the termination of the privileges hereby granted, by lapse of time or otherwise, said grantees, their successors or assigns, shall remove said bridge or covered passageway at their own expense, and without any cost or expense of any kind whatsoever to the city of Chicago; provided that in the event of a failure, neglect or refusal on the part of said grantees, their successors or assigns to remove said bridge or covered passageway, the city of Chicago may proceed to remove the same and charge the expense thereof to said grantees, their successors or assigns.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantees herein shall execute to the city of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000) with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the city of Chicago from any and all liabilty, cost, damage or expense of any kind whatsoever which may be suffered by it, said city of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein granted; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided that the said grantees herein file their written acceptance of the same and the bond hereinabove provided for, within thirty (30) days of the passage hereof.

A. J. HARRIS,

Acting Chairman.

BUILDING DEPARTMENT.

The Committee on Building Department, to whom was referred (October 29, 1906) an order to non-suit prosecutions under the elevator inclosure ordinance of 1897, submitted a report recommending that the order be placed on file.

Ald. Riley moved to concur in the report.

The motion prevailed.

HEALTH DEPARTMENT.

The Committee on Health Department, submitted the following report, which was, on motion of Ald. Hoffman, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Health Department, to whom was referred an ordinance authorizing the Commissioner of Health to contract for the removal of stagnant water, offal, etc., having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Health is hereby authorized and directed to advertise for bids for the removal of night-soil, offal and other offensive matter injurious to the health of the citizens and required by the health ordinance of the City to be removed under the supervision of the Department of Health, for a period of one year; and the Commissioner with the approval of the Mayor, shall enter into a contract on behalf of the City of Chicago with the lowest responsible bidder, who shall be required to furnish all teams, wagons and necessary equipment and maintain and operate the same during the period of said contract; and the expense of the contract herein directed to be made shall be paid out of the item heretofore appropriated to the Department of Health under the heading of "Miscellaneous Funds."

SECTION 2. The contract hereinbefore provided for shall include among its provisions the following requirements:

That such contractor shall at all times during the period of his, its or their contract, maintain not more than fourteen (14) properly equipped iron tank wagons, which shall in every way comply with the requirements and provisions of all ordinances of the City relating to the removal of night-soil and night-scavengers' work, and shall be required to keep all such wagons and their equipment in tightly enclosed brick barns while not in use; that all work under said contract shall be done between seven o'clock P. M. and six o'clock A. M., and such contractor shall cleanly and thoroughly wash said wagons and all tools or equipment used in their operation upon each trip to the night-soil reduction plant; that such wagons shall be kept well painted by the owner and shall be numbered on the side thereof in figures not less than two and one-half (2½) inches in height, and above the number the words "Department of Health—Chicago"; that all work done in the removal of night-soil and operation of such wagons shall be done under the supervision of and upon permits or orders issued by the Department of Health: Such contractor shall be required to comply with all requirements and provisions of the ordinances of the City of Chicago relating to night-scavengers, except as to licenses, and except as to any other provision of said ordinances in conflict with the provisions or requirements of this ordinance.

SECTION 3. It shall be the duty of the Commissioner of Health, by and through the Superintendent of Night Scavenger Service and the sanitary inspectors of his department to thoroughly inspect all privy vaults and catch basins not connected with the sewerage system of the City and particularly in the unsewered sections of the city, and a record shall be kept of all such places found to be in an unsanitary condition. The Superintendent of Night Scavenger Service shall deliver to the City Contractor for the removal of night-soil, a complete list, with the names and addresses of the owner or occupants, of all unsanitary vaults and places which shall have become nuisances and have been complained against on the previous business day; and said contractor shall within five (5)

days thereafter, remove all night-soil from such unsanitary places, and thoroughly disinfect the same with chloride of lime. Such contractor shall restore the privy vault or place to as good condition as before the removal of the contents; provided that in places where it is impracticable to remove the contents of vaults without removing the floors of out-buildings, and the owner or occupant of the premises where same is situated shall fail or refuse to alter or change the construction of said outhouse so that the vault will be accessible without removing the woodwork, after having had notice from the Department of Health so to do, the contractor shall not be required to restore such woodwork to its former condition at his own expense.

SECTION 4. The compensation to be fixed in said contract provided for this ordinance, shall be for the monthly cost of furnishing such teams, iron tank wagons, necessary equipment and the maintenance and operation of such outfit by one driver and the necessary help, to be specified in said contract, and shall also provide that in the event of there not being sufficient work of the above specified nature, to keep all of said teams busy at any time during the life of said contract, the Commissioner of Health shall have the right to direct the use of all or any of such teams, wagons and equipment in the removal of stagnant water or other offal that he shall deem offensive and injurious to the public health and the conveyance of the same to one of the City Night-soil Reduction Plants, or at any other work in said Health Department required to be done.

SECTION 5. It shall be the duty of the Commissioner of Health to cause to be served on the owner or occupant of any premises containing a privy vault within the city limits a notice directing him or them to have said vault so constructed or altered that the City Night Scavenger may remove the contents therefrom without removal of any of the flooring or walk, and that such vault shall project from the housing not less than two and one-half (2½) feet and shall be covered with a three (3) inch plank, and the bottom floor of said vault shall have an incline toward the end of vault that projects beyond the housing; and upon failure to comply with said notices to so construct his, her or their vault, the flooring or any portion of same, that may be necessary, may be removed from same for the purpose of cleaning said vault, and the same need not be replaced by the contractor unless such owner or occupant shall offer to pay to the Superintendent of Night Scavenger Service charge not to exceed the sum of two ($2.00) dollars for doing such work.

SECTION 6. The removal of night-soil or the cleansing of unsanitary privy-vaults hereinbefore provided for shall be done without charge or expense to the owner or occupant of any premises on which the same shall be located, except in cases where the owner or occupant shall not have complied with this ordinance in regard to construction of the vault, and in such cases the charge for the necessary carpenter work in repairing floors or woodwork required to be removed shall not exceed two ($2.00) dollars, the same to be paid to the Superintendent of Night Scavenger Service for the use and benefit of the City Contractor for the removal of night-soil, who shall be entitled to and receive the same, after the same has been collected, from the Superintendent of Night Scavenger Service, upon showing that the said extra work was necessary and that the same has been properly done.

SECTION 7. The contractor to whom the contract herein provided to be made shall be awarded shall be required to enter into a bond with the City of Chicago in the penal sum of one-half the amount of the total expenditure of the city under said contract, conditioned for the faithful performance of the said contract, and all bidders shall be required to make a cash deposit with their bids,

or to deposit a certified check drawn upon some responsible bank doing business in the City of Chicago, which deposit or certified check shall be for five per cent of the total yearly amount of their bid.

SECTION 8. This ordinance shall take effect and be in force from and after its passage.

PETER L. HOFFMAN,
Chairman.

WATER DEPARTMENT.

The Committee on Water Department submitted the following report, which was, on motion of Ald. Reese, deferred and ordered published:

CHICAGO, December 10, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Water Department, to whom was referred a communication concerning Section 2434 of the Revised Code of 1905, having had the same under advisement, beg leave to report and recommend the passage of accompanying ordinance and the publication of the opinion of the Assistant Corporation Counsel:

OFFICE OF CORPORATION COUNSEL,
November 26, 1906.

Hon. A. C. Anson, City Clerk:

DEAR SIR—On the 24th inst. you requested the Corporation Counsel to give you an opinion as to the present status of Section 2434 of the Revised Code of 1905, which is a part of the water ordinance, and requires that certain establishments shall have the water supplied to them controlled by water meters.

It appears from your communication that on July 5, 1905, the City Council passed an ordinance (Council Proceedings p. 866) which contained the following language:

"SECTION 2. Sections 2395, 2423, 2428, 2434, and 2436 of said Revised Code of Chicago of 1905 are hereby repealed."

It also appeared that on June 25, 1906, the City Council passed on ordinance (Council Proceedings pp. 998-1001) which attempted to amend certain sections of the Revised Code of 1905, and particularly Section 2434 (Council Proceedings p. 999) in the following language:

"SECTION 2. Sections and all amendments thereto of Sections 2402, 2421, 2434, 2442 and 2443 of said Revised Municipal Code of Chicago of 1905 are hereby repealed."

Section 1 of the said ordinance of June 25, 1906, amends or attempts to amend Sections 2402, 2421, 2434, 2442 and 2443 of the said code and all amendments thereto so as to make those sections read in a particular manner. It seems plain that the City Council intended that there should be a section of the Revised Municipal Code of 1905 to be known as Section 2434, and also intended that that section should contain the language set forth in Section 1 of the ordinance of June 25, 1906 (page 999).

It has been said in regard to statutes that a statute or an entire section thereof which has been wiped out of existence by repeal is no longer the subject of further legislation by amendment. (*Am. and Eng. Ency. of Law*, 2d Ed., Vol. 26, p. 703.)

By Section 3 of an act entitled "'An Act to revise the law in relation to the construction of statutes" (*Hurd's Rev. Statutes*, 1905, p. 1947), it is provided that "No act or part of an act repealed by the General Assembly shall be deemed to be revived by the repeal of the repealing act."

It is frequently said that the rules relating to the construction of statutes also apply to the construction of municipal ordinances; but certainly an ordinance is in many respects different from a statute, and it is doubtful whether a

city ordinance comes within the language of the statute just quoted.

If, as I have indicated, our act relating to the construction of statutes does not apply to city ordinances, then the common law rule would be in force, and this rule is that when a statute has been repealed and afterwards the repealing act is itself repealed by a later statute the earlier law is thereby revived. (*Am. and Eng. Ency. of Law*, 2d Ed., Vol. 26, p. 760). But even this rule is of little aid here because while the ordinance of June 25, 1906, by Section 2, repeals all the amendments to certain sections, including Section 2434, the ordinance of July 5, 1905, did not amend Section 2434, but by Section 2 repealed it absolutely and there is nothing in the ordinance of June 25, 1906, repealing Section 2 of the ordinance of July 5, 1905.

In the American and English Encyclopedia of Law, 2 Ed., Vol. 21, page 1004, the rule is laid down that the repeal of an ordinance is rendered inoperative by the subsequent repeal of the ordinance by which it was affected, and that thereafter the original ordinance continues in full force and effect. The cases cited as upholding the text lend some support to the rule as stated, but they do not decide it in a satisfactory manner. Most of the authorities cited are decided on other points, as will appear from an examination of them.

Rutherford v. *Swink*, 96 Tenn. 564.

New York v. *Broadway etc. R. Co.*, 97 N. Y. 275.

Van Denburgh v. *Greenbush*, 66 N. Y. 1.

People v. *Davis*, 61 Barb. 456.

But here again, assuming the rule to be as stated, we are met with the objection that the ordinance of June 25, 1906, does not attempt to repeal Section 2 of the ordinance of July 5, 1905, which section repeals Section 2434 of the Revised Code of 1905.

In view of this unfortunate situation and the rather unsatisfactory state of authorities, it is a doubtful question whether Section 2434 of the Revised Municipal Code as enacted by Section 1 of the ordinance of June 25, 1906, is in force. If it is to be regarded as now in force, it must be by reason of the principle of statutory construction that when an amendment takes effect as independent legislation of its own force, its validity is unaffected by the fact that the act or section which it purports to amend has been repealed. (*Am. and Eng. Ency. of Law*, 2d Ed., Vol. 26, p. 705).

The ordinance of July 5, 1905, which repeals Section 2434 of the Revised Municipal Code of 1905 was, generally speaking, an amendatory ordinance intended to change a chapter of the Revised Code relating to water, and it has been held that when an act has been repealed by an amendment, it may be the subject of subsequent amendment, which will be enforced as valid if the legislature has control over the subject matter, if its purpose is plain, and if the statute is such that it may stand as an independent enactment. (*Am. and Eng. Ency. of Law*, 2 Ed., Vol. 26, p. 705, Note 2).

Section 2434 of the Revised Code of 1905 as enacted by Section 1 of the ordinance of June 25, 1906, might, I think, stand as an independent enactment and by Section 3 of the ordinance of June 25, 1906, it is provided that that ordinance shall take effect and be in force from and after its passage.

I think, then, that despite the decidedly confused state of this legislation and the doubt as to the law, it may be said that the City Council intended to restore to the Revised Code of 1905 a section to be known as Section 2434, and that it intended that that section should contain the language found under those figures in Section 1 of the ordinance of June 25, 1906.

I have pursued this tedious course which I have taken in outlining the

difficulties in this case so that you might see for yourself the difficulty of reaching a conclusion from the steps by which it is reached. It would seem advisable that the matter should be cleared up by some further legislation which would remove all conflict and chance of confusion.

Very truly yours,

MACLAY HOYNE,

Assistant Corporation Counsel.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much and such parts of the ordinance passed June 25, 1906, as amends Section 2434 of the Municipal Code of 1905, also so much and such parts of the ordinance passed July 5, 1905, as repeals said Section 2434, also said Section 2434 of said Municipal Code, be and the same hereby are repealed; and the following, to be known as Section 2434, shall stand and be in lieu thereof:

"SECTION 2434. Certain Premises Required to Be Under Meter.) All manufactories and other establishments, including breweries, bookbinderies, bottling establishments, brick yards, chemical laboratories, and all buildings or premises where water meters are found to be in use, cigar manufactories, cooperage, condensing water for steam engines, confectioneries, distilleries, dye and scouring houses, fish packing, gang saws in stone yards, hat factories, hydraulic elevators, hydraulic motors for elevators, livery stables, malt houses, natatoriums, photograph galleries, printing offices, packing houses, public laundries, public hospitals and other public institutions and buildings, railroad engine and round houses, railroad passenger and freight depots, rectifying establishments, rendering plants, swimming tanks, silver plating establishments, slaughtering houses, sugar refineries, syrup factories, soap factories, soda and other prepared water factories, telegraph and telephone battery rooms, vinegar factories, wood washing, etc., obtaining water from the Chicago water works system shall have the water supply thereto controlled by water meters."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

OTTO REESE,

Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an ordinance in favor of Mandel Brothers for three covered passageways across Holden court, which was

Referred to the Committee on Streets and Alleys, South Division.

SECOND WARD.

Ald. Harding presented the claim of Daniel Hardin, which was

Referred to the Committee on Finance.

Ald. Dixon presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to G. H. Snowden to string a banner across State street between Thirtieth and Thirty-first street and at Nos. 3022 and 3027 State street. Said banner shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

THIRD WARD.

Ald. Pringle presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The Revised Municipal Code of the City of Chicago provides that it shall be unlawful for any person or corporation to sell or to engage in the business of selling at a premium or at a higher price than the price printed thereon, any ticket of admission to any place of amusement, whether such selling be his or its regular business, or be engaged in occasionally or incidentally in connection with some other business; and

WHEREAS, Said Municipal Code makes it unlawful for any person or corporation to sell or dispose of any theater or amusement ticket or tickets, except such ticket or tickets have the price of the same stamped thereon; it is also made unlawful for any theatrical or amusement management to recognize or receive any ticket of admission, which has been bought from a broker or scalper, who sells or attempts to sell the same at a higher price than that stamped thereon; there is also a penalty of from $25.00 to $200.00 fixed for the violation of any of the terms of the ordinance referred to above; and

WHEREAS, The law above referred to has never been executed so far as we can learn, and many firms and persons doing business in the City of Chicago are engaged in the scalping of theater tickets, contray to law, now, therefore, be it

Resolved, That the Police Department of the City of Chicago be directed to proceed at once to enforce the terms of said ordinance.

Ald. Pringle presented the claim of estate of Fiorino Ciovino, which was

Referred to the Committee on Finance.

FOURTH WARD.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a system of cement sidewalks, as follows: Both sides of 31st place, from South Centre avenue to Loomis street; north side of 32d street, from South Centre avenue to Loomis street, and both sides of Fox street, from 31st street to 32d street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a system of cement sidewalks, as follows: Both sides of 31st place, from South Centre avenue to Loomis street; north side of 32d street, from South Centre avenue to Loomis street, and both sides of Fox street, from 31st street to 32d street," passed September 24, 1906, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

FIFTH WARD.

Ald. McCormick presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby di-

rected to issue a permit to L. Rosenzweig to string signs across sidewalk at the following locations for a period of thirty days: 4324 South Ashland avenue, 4713 South Ashland avenue, 3559 South Halsted street, 6238 South Halsted street, 1396 North Clark street, 3107 Wentworth avenue, 3842 Cottage Grove avenue, 179 West Erie street and 9132 Commercial avenue. Said signs to be erected in accordance with the regulations and requirements of the Department of Public Works, and said permit to be subject to revocation at any time by the Mayor.

SIXTH WARD.

Ald. Young presented the following orders, which were, on motion, duly passed:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to begin prosecutions against the various elevated railroad companies that have failed to comply with the provisions of Section 1997 of the Revised Municipal Code of Chicago of 1905, requiring them to maintain lights underneath their structures at street crossings and intersections, and the Corporation Counsel is further authorized to take such steps as he may deem proper and necessary in order to secure the enforcement of said section of the Municipal Code.

Ordered, That the Commissioner of Public Works be directed to issue a permit to T. E. Wells, to install four ornamental electric light lamp posts in front of his building, located on the south side of Forty-seventh street, and between Forrestville avenue and St. Lawrence avenue, one post to be located at the southeast corner of Forty-seventh street and Forrestville avenue, one post in front of 558 East Forty-seventh street, one post in front of 564 East Forty-seventh street, and one post at the southwest corner of Forty-seventh street and St. Lawrence avenue; said posts, and also the lights to be installed and maintained at the expense of said T. E. Wells, and without expense to the City of Chicago.

Ald. McCoid presented an ordinance prohibiting children under certain ages from peddling on streets and public places, which was

Referred to the Committee on Judiciary.

Ald. McCoid presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby directed to compel the contractor building sewer in 43d street to remove the surplus dirt from the Illinois Central to Cottage Grove avenue at once.

SEVENTH WARD.

Ald. Bennett presented the following communications and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 10, 1906.

Hon. Frank I. Bennett, Chairman, Committee on Finance:

DEAR SIR—With reference to the attached letter and order which I shall be pleased if you will have introduced in the Council to-night, I beg to state that the actual conditions of the formation of the rock was not finally determined until last Friday. I made a personal investigation of the conditions yesterday morning, and as the contractor is at about the elevation as originally planned and would get to the new elevation in the course of two or three days, if so authorized, I take it that it would be advisable that the matter be settled at once so that there will be no interruption in the work pending any decision that would have to be made pending the action of the Finance Committee next Friday.

Yours truly,

J. H. SPENGLER,
Assistant City Engineer.

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 10, 1906.

Hon. Frank I. Bennett, Chairman, Committee on Finance:

DEAR SIR—Several months ago, by authority of the Council, plans were made for the construction of a water pipe tunnel through the rock on Ashland avenue passing under the West Fork of the South Branch of the Illinois and Michigan Canal and Canal Feeders, such tunnel being about 1,600 feet in length. The plans provided that in the south shaft (known as No. 2) the inside bottom of the tunnel should be at an elevation of —60.64 below Chicago datum, and at the north shaft (known as No. 1) —55.54 below Chicago datum.

The specifications provided that this depth of the tunnel could be modified so that the tunnel could be put at a lower elevation, not exceeding five feet, than that called for on the plans and as above noted. The shafts are now in rock sufficiently deep to show that the character of the rock for a number of feet is of such a nature, being very much broken up and interspersed with clay and sand seams, that it is considered advisable, from an engineering and constructional point of view so as to get a satisfactory tunnel, that the shafts be lowered so that the bottom of the tunnel at No. 2 or south shaft be established at —71 Chicago datum, and at No. 1 or north shaft be —76.

This constitutes about twenty feet of additional shaft beyond that called for in the specifications and plans, and as it is additional work, and, furthermore, as the contractor will consent to deepen these shafts to the points as above indicated, at the same price as now obtains in his contract per lineal foot, I see no objection to making these changes in depths, and respectfully ask that you introduce the attached order in the Council at to-night's meeting.

Yours truly,

J. H. SPENGLER,
Assistant City Engineer.

Approved:

W. A. SHAW,
Engineer in Charge.

Approved:

JOHN ERICSON,
City Engineer.

Approved:

WM. L. O'CONNELL,
Commissioner of Public Works.
By J. C. WERDELL,
Deputy Commissioner.

Ordered, That the Commissioner of Public Works is hereby authorized and directed to enter into an agreement with the firm of John J. O'Heron & Co., the same having a contract for the construction of a water pipe tunnel on Ashland avenue near 31st street, so that the bottom of the tunnel at Shaft No. 1 will be lowered from —55 to —76, and the bottom of the tunnel at Shaft No. 2 from —60.5 to —71, Chicago datum, with the understanding that the prices now in force under the contract will remain the same for this additional depth of shafts and tunnel, and that the contractor will not claim any extras on account of such change in depth of the shafts and tunnel.

Ald. Bennett moved to pass the order.

The motion prevailed.

Ald. Bennett presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to the Illinois Humane Society to erect

a drinking fountain for people, teams, etc., in front of the Hyde Park Police Station, situated on Lake avenue north of Fifty-third street.

Ald. Bennett moved that the claim of the American Printing Ink Company, placed on file February 26, 1906, and the claim of Mary Duerr, placed on file November 26, 1906, be taken from file and re-referred to the Committee on Finance.

The motion prevailed.

Ald. Bennett presented the claims of Chas. H. Spoor, Agnes Maloney and Fred Burgess, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for six-inch drains in 69th street, between Indiana avenue and Calumet avenue.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay water main in Avenue O, from 103d to 104th streets, providing the same will pay a permanent annual revenue of ten cents per lineal foot.

Ordered, That the City Electrician be and he is hereby ordered to install two boulevard lamps in front of the Swedish church on Sherman avenue and 80th street in the Eighth Ward.

Ordered, That the City Electrician be and he is hereby directed to issue a permit to C. R. Cave to string electric lights across the sidewalk in front of 238 92d street during the holiday season. Said lights to be placed in accordance with the rules and regulations of the Department of Electricity, and said permit to be subject to revocation by the Mayor at any time in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to E. A. Lange to string a banner across 92d street and Ontario avenue for a period of thirty days. Said sign to be erected in accordance with the rules and regulations of the Department of Public Works, and the permit to be subject to revocation by the Mayor at any time in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to L. Levenkind to string a cloth sign across the sidewalk in front of 213 92d street for a period of thirty days. Said sign to be erected in accordance with the rules and regulations of the Department of Public Works, and the permit to be subject to revocation by the Mayor at any time in his discretion.

Ald. Moynihan presented an order for improving Harbor avenue, between 92d and 93d streets, which was

Referred to the Board of Local Improvements.

Ald. Derpa presented an order for an

appropriation for cleaning ditches in the Eighth Ward, which was

Referred to the Committee on Finance.

Ald. Derpa presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to A. Geduldick to hang a banner in front of premises known as No. 9048 Commercial avenue; said banner shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for six-inch drains in Commercial avenue, between Baltimore avenue and 87th street.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in Commercial avenue, between 82d street and 83d street.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in 77th place, between Coles avenue and Railroad avenue.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in 73d street, between Bennett avenue and Merrill avenue.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in Superior avenue, between 83d street and 86th street.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented the following resolution:

WHEREAS, The Juvenile Court in its efforts to save the young from growing up in idleness and crime has proven itself a great and valuable institution, and by its work has proven itself of such a nature as to command the hearty co-operation of the City of Chicago; and,

WHEREAS, In order to successfully carry on its great and noble work it is absolutely necessary that it have proper and suitable institutions to intrust with the care and custody and education of such of its wards as by necessity must be taken away from their homes; and,

WHEREAS, The only place provided by the City of Chicago at this present time for the confinement of delinquent children is a wholly unfit and improper place for the commitment of children under the age of sixteen years, inasmuch as it is not a school or home, but a prison where criminals are confined, and their facilities of handling and caring for the children are such as make it impossible for them to in any wise help the children; and,

WHEREAS, ALSO, Institutions established for the care of delinquent children out on farms on the cottage system, or the republic system has proven to be a great success in child saving; and,

WHEREAS, ALSO, The City of Chicago is now the owner of a strip of land commonly known as the Gage farm which said strip of land is not now being used to any great advantage, but would be a fit and proper place to build a school or home for boys under the modern theories where boys under the age of sixteen or seventeen years now at the John Worthy School, or hereafter to be sent there could be sent to or kept and enjoy the benefits of the same kind of education, training and culture as do the boys of the St. Charles Home and the Boys' Home at Glenwood and where the boys of different ages could be segregated and properly looked after so that the young and weak boys will not suffer at the hands of the bigger boys as they do now in the John Worthy School, and boys suffering from contagious or infections diseases might be segregated from the healthy ones, all of which redound to the benefit

of the boys and the people of the City of Chicago; therefore be it

Resolved, That the Finance Committee of the City Council be instructed to find ways and means of converting the Gage farm into a home for boys, and, by building thereon such a school and cottages or homes as will be deemed necessary and advisable, to properly and advantageously care for such boys as may hereafter be sent there.

Ald. Dever moved to amend the foregoing resolution by adding at the end thereof the following:

"And that the Finance Committee be and it is hereby directed to include in the next annual appropriation bill an item appropriating the sum of $200,000.00 for play grounds and bath houses."

After debate Ald. Bennett moved to refer the resolution and amendment to the Committee on Finance.

The motion prevailed.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the Superintendent of Transportation be and he is hereby directed to take up the matter in reference to rerouting the Blue Island avenue street cars with the Chicago Union Traction Company and make arrangements so that the said Blue Island avenue line may use Van Buren, Adams or Madison streets in place of that part of Harrison street, between Halsted and Dearborn streets.

Ald. Scully presented an order for opening the first alley west of Morgan street, between 14th street and 15th street, which was

Referred to the Board of Local Improvements.

ELEVENTH WARD.

Ald. Hoffman presented the following order, which was, on motion, duly passed:

Ordered, That the Chief of Police be and he is hereby directed to instruct all policemen to report to the Street Department of the City of Chicago all street obstructions in their respective districts.

TWELFTH WARD.

Ald. Zimmer presented the claim of the Home Stove Works, which was

Referred to the Committee on Finance.

THIRTEENTH WARD.

Ald. Considine presented the claims of sundry persons for special assessment refunds, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West Harrison street, from South Kedzie avenue to South Spaulding avenue, etc.

By unanimous consent, on motion of Ald. Riley, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

FOURTEENTH WARD.

Ald. Maypole presented the following ordinance:

AN ORDINANCE

To amend an ordinance authorizing the construction of a subway under a certain alley.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 3 of the ordinance granting permission to and authorizing George Lomax, his successors and assigns, to construct and maintain a subway across a public street in the City of Chicago, known as Oswego street, be amended by striking out of said section the following words: "During the life of this ordinance said grantee, his successors and assigns, shall at all times keep the street in which said subway or tunnel is located in a condition safe for public travel, to the satisfaction of the Commissioner of Public Works, and."

Which was, by unanimous consent, on motion of Ald. Maypole, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Maypole presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to Carl Schiemann to install a water trough on the east side of Leavitt street, 20 feet south of Chicago avenue, subject to the approval of the Commissioner of Public Works. Said trough shall be equipped with an automatic shut-off to prevent waste of water, and the said Carl Schiemann shall pay to the city as compensation for the water used such amounts as may be fixed by the Commissioner of Public Warks. The privileges hereby granted may be revoked by the Mayor at any time at his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On both sides of Park avenue, from South Western avenue to South California avenue, etc.

By unanimous consent, on motion of Ald. Harkin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

FIFTEENTH WARD.

Ald. Beilfuss and Smith presented an order for paving Mozart street, between Chicago avenue and Division street, which was

Referred to the Board of Local Improvements.

SIXTEENTH WARD.

Ald. Schermann, Beilfuss and Smith presented an order for a bridge across the North Branch of the Chicago River at Ashland avenue, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of a system of streets and alleys, as follows, to-wit: Luce street, from West Blackhawk street to 390 feet northwesterly thereof, and all the alleys (except the alley adjoining the right of way of the Chicago and Northwestern Railroad), between West Blackhawk street, Fox place, Elston avenue and the Chicago and Northwestern Railroad (Milwaukee Division), in the city of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of a system of streets and alleys, as follows, to-wit: Luce street, from West Blackhawk street to 390 feet northwesterly thereof, and all the alleys (except the alley adjoining the right of way of the Chicago and Northwestern Railroad), between West Blackhawk street, Fox place, Elston avenue and the Chicago and Northwestern Railroad (Milwaukee Division)," passed June 18, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket No. 31207 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

SEVENTEENTH WARD.

Ald. Sitts presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install four gas lamp posts on Ferdinand street, between Noble and Armour streets.

NINETEENTH WARD.

Ald. Powers presented the following order, which was, on motion, duly passed:

Ordered, That the Chief of the Fire Department be and he is hereby directed to flood the old ball park, corner of Harrison and Throop streets so that the same can be used for public skating.

Ald. Bowler presented the claim of Angelo Ferrara, which was

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

Ald. Reese moved that an ordinance placed on file December 18, 1905, granting permission to the Chicago and Northwestern Railway Company to lay a switch track along Illinois street, crossing St. Clair street, be taken from file and re-referred to the Committee on Streets and Alleys, North Division.

The motion prevailed.

Ald. Foell presented the following resolution, which was, on motion, duly adopted:

WHEREAS, There is pending before the Secretary of War, an application by the Sanitary District of Chicago for a permit to reverse the flow of the Calumet River, by connecting with the Main Sanitary Canal; and

WHEREAS, Only by the reversal of the river can the South end of the City of Chicago be properly drained, and the water supply of the city preserved from contamination; now, therefore, be it

Resolved, By the City Council of the City of Chicago, that the Secretary of War is hereby respectfully requested to grant the permit for the reversal of the flow of the Calumet River; and be it further

Resolved, That a copy of this resolution, signed by the Mayor and City Clerk, be forwarded to the Secretary of War.

Ald. Foell presented an order for paving Ohio street, from St. Clair street to Fairbank court, which was

Referred to the Board of Local Improvements.

TWENTY-SECOND WARD.

Ald. Sullivan presented the following order:

WHEREAS,. It is necessary to divert the course of the 4-foot 6-inch sewer now maintained by the city in North avenue on account of the building of the new North Avenue bridge, the foundations of which would interfere with the course of said sewer; and,

WHEREAS, The only practical way of diverting said sewer without great expense to the city is by crossing the property of the Chicago, Milwaukee and St. Paul Railway Company, in Block 36, of Chicago Land Company's Re-Subdivision of Block 36, etc., Elston's Addition to Chicago, in Section 5, Township 39 North, Range 14, East of the Third Principal Meridian in Cook County; and,

WHEREAS, The said Chicago, Milwaukee and St. Paul Railway Company is willing to permit such encroachment and the use of its property by the city for the purposes of said sewer upon condition that in the event that it becomes necessary for said railroad company to expend any additional money over and above what it would otherwise have to expend in making any improvement on said property by reason of the presence of such sewer, it is to be held harmless, and the city is to pay for such additional expense; therefore, it is

Ordered, That the Commissioner of Public Works be and he is hereby authorized to divert the 4-foot 6-inch sewer now being maintained in North avenue in the manner shown on the plat hereto attached which is hereby made a part of this order, and to encroach 7 feet on the property of the Chicago, Milwaukee and St. Paul Railway Company south of North avenue, situated in Block 36, of Chicago Land Company's Re-Subdivision of Block 36, etc., Elston's Addition to Chicago, in Section 5, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois, by and with the permission of the said company, and in consideration of the permission of said company; it is further

Ordered, That in the event of said company, at any time in the future, building on the property in which said sewer shall be constructed, the City of Chicago will and hereby does agree to save said company harmless of any additional expense caused by the presence of said sewer on said property, and in case of such additional expense to the said company, to pay same to said company.

Which was, by unanimous consent, on

motion of Ald. Sullivan, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Sullivan presented the following order, which was, on motion, duly passed:

WHEREAS, The Fred W. Wolf Company, without permission of the City of Chicago, placed two 4-inch iron pipes in Dayton street, from Reese street to Eastman street, and a wooden conduit across Reese street, from their premises into Dayton street; and,

WHEREAS, They have been notified to remove same, but have defied such notice; therefore, be it

Ordered, That the Commissioner of Public Works be and he is hereby directed to at once cause said pipes and wooden conduit to be removed at the expense of the said Fred W. Wolf Company.

Ald. Sullivan presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to permit the Ogden Gas Company to erect certain lamp posts on North avenue, between Hawthorne avenue and Clark street, at such points as the property owners on said street may request—work of erection, and maintenance of said posts to be subject to the approval of the Commissioner of Public Works.

Ordered, That the Commissioner of Public Works be and is hereby directed to issue a permit to Stern Clothing Company to string a banner across the street in front of their premises at corner Clybourn avenue and Larrabee street for a period of twenty days from December 10, 1906, subject to revocation at any time by his Honor, the Mayor.

Ald. Sullivan moved to publish an order for a bridge over the Chicago River at Orleans street, referred to the Committee on Finance, December 3, 1906, page 2218.

The motion prevailed.

The following is the order:

WHEREAS, The traffic between the north and south sides of the city is greatly congested because of the fact that there are not sufficient bridges across the Chicago River to accommodate the great number of vehicles and street cars that are forced to use said bridges; and,

WHEREAS, More bridges would serve not only to relieve the congestion of vehicles, but would also greatly facilitate the movement of street cars from the north side of the city by taking away from the existing bridges much of the vehicle traffic which now so greatly hinders the movement of the North Side street cars; therefore be it

Ordered, That the Finance Committee be and they are hereby directed to include in the next annual appropriation bill the sum of $350,000.00 to be used in the construction of a bridge across the Chicago River at Orleans street.

TWENTY-FOURTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a supplemental assessment for water service pipes in George street, between North Ashland avenue and Racine avenue.

By unanimous consent, on motion of Ald. Hahne, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

TWENTY-FIFTH WARD

Ald. Williston presented the claim of C. A. Goodjohn, which was

Referred to the Committee on Finance.

Ald. Dunn presented the claims of Zero Marx and Wm. Schmidt, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and macadamizing Graceland avenue, from Evanston avenue to the Chicago, Milwaukee and St. Paul Railway.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a supplemental assessment for water service pipes in Graceland avenue, between Evanston avenue and Chicago, Milwaukee and St. Paul Railroad (Evanston Division).

By unanimous consent, on motion of Ald. Williston, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in Hayes avenue, between Evanston avenue and a point 350 feet east of Winthrop avenue.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne,

Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Reinberg presented the claim of Henry P. Kransz, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of Addison street, from North Western avenue to a line 1,291.5 feet east of North Western avenue.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in Clay avenue, between North Western avenue and North Leavitt street.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in Foster avenue, between North Robey street and North Western avenue.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in Winnemac avenue, between North Robey street and Lincoln avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin,

McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the claim of A. J. Schmid, which was

Referred to the Committee on Finance.

Ald. Blase presented an order for the vestibuling of all cars leaving the barns of the Chicago Consolidated Traction Company, which was

Referred to the Committee on Local Transportation.

Ald. Blase presented the claim of A. E. Brower, which was

Referred to the Committee on Finance.

TWENTY-EIGHTH WARD.

Ald. Larson presented an order for paving Johnston avenue, from California avenue to Humboldt boulevard, which was

Referred to the Board of Local Improvements.

Ald. Herlihy presented an order for a double-track street railway on Armitage avenue, from Milwaukee avenue to Elston avenue, and on Racine avenue, from the intersection of Clybourn avenue and Clybourn place to Center street, which was

Referred to the Committee on Local Transportation.

Ald. Herlihy presented the following resolution, which was, on motion, duly adopted:

WHEREAS, On Tuesday, December 25, we celebrate the anniversary of the birth of Christ; and,

WHEREAS, It has been customary in years past to allow the employes of the city an opportunity fittingly to celebrate the one best holiday of the year; be it

Resolved, That all departments of the City Government, with the exception of the Police, Fire, Electrical and Health Departments, which shall remain open for transaction of necessary business, be and are hereby ordered closed, from Saturday P. M., December 22, until Wednesday A. M., the 26th.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the City Comptroller be and he is hereby directed to pay all the city employes before December 25th, 1906.

Ald. Wendling presented the claim of Amelia Lind, which was

Referred to the Committee on Finance.

THIRTIETH WARD.

Ald. Bradley and Burns presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The City Council of the City of Chicago desires to commemorate the services of the late Thomas Gahan in some substantial manner; and,

WHEREAS, The Council has appropriated for the erection of certain new public baths; and,

WHEREAS, No better form of commemoration can be found than in an institution that is so beneficial to the

people whom Alderman Gahan served so well; therefore, be it

Resolved, By the City Council of the City of Chicago, that the public bath to be erected in the Thirtieth Ward be named and shall be known as the Thomas Gahan Bath.

THIRTY-FIRST WARD.

Ald. O'Connell presented the claim of of Michael J. Crowley, which was

Referred to the Committee on Finance.

Ald. Roberts presented an order for a sewer in Kedzie avenue, from 71st street to the Drainage Canal, which was

Referred to the Board of Local Improvements.

THIRTY-SECOND WARD.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to extend the water supply pipes north, from West 85th street in Centre avenue, such a distance as will pay an annual revenue of ten cents per lineal foot.

Ordered, That the Commissioner of Public Works be and he is hereby directed to proceed at once to enforce the order passed by this Council on September 24, 1906, abolishing the further dumping of garbage and refuse between Stewart avenue, Wentworth avenue, West 81st and West 83d streets, and cause the removal or destruction by chemical means of the offensive accumulations now lying exposed upon the said premises.

Ald. Fisher presented an order directing the City Clerk to send to each department head eight days after each Council meeting a list of orders, resolutions, etc., passed by the City Council affecting his department or calling for special action on his part.

Which was, on motion of Ald. Fisher, duly passed.

Ald. Badenoch presented the following ordinance:

AN ORDINANCE

Amending Section 754 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 754 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended so as to read as follows:

"754. (License—Fee.) Every person who owns or keeps a dog within the limits of the city shall report to the City Clerk annually, within thirty days after the first day of May in each year, his name and address, and shall give the name, breed, color and sex of each and every dog owned or kept by such person and shall pay to the City Collector the sum of two dollars for each and every dog so owned or kept, and shall cause such dog or dogs to be registered for license in the office of the City Clerk; provided, that this article shall not apply to dogs kept by a regularly chartered medical college or other educational or scientific institution to be used for scientific purposes only. Upon payment of the fee herein provided for the City Clerk shall furnish to the person paying the same a license tag and a memorandum of registry for each dog for which such fee has been paid."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

Which was, by unanimous consent, on motion of Ald. Badenoch, duly passed, by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett,

Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented the claim of Margaret Clarke, which was

Referred to the Committee on Finance.

Ald. Bihl presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to compel the Illinois Central Railroad Company to maintain a watchman at their crossing at 121st and Michigan avenue.

Ald. Bihl presented an order for a six-foot cement sidewalk on both sides of Wentworth avenue, between 103d and 111th streets, which was

Referred to the Board of Local Improvements.

THIRTY-FOURTH WARD.

Ald. Kohout presented an order for paving West 22d street, from Trumbull avenue to Fortieth avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for water service pipes in South 45th avenue, between West 14th street and West 16th street.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in South 44th avenue between West 12th street and West 16th street.

By unanimous consent, on motion of Ald. Nolan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendatioon, estimate and ordinance for water service pipes in South 42d avenue, between West 14th street and West 16th street.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved

and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the following ordinance, which was ordered published and referred to the Committee on Finance:

AN ORDINANCE

Concerning Austin square, in Chicago, Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the name of the public park known as "Holden Park," being Block one (1) in Austin's subdivision of the east half of the northeast quarter of Section eight (8), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian, in the plat of Austinville, be and the name is hereby changed to "Austin Square."

SECTION 2. The Department of Police is hereby ordered to vacate within twelve (12) months from the passage of this ordinance, the building located in said "Austin Square," formerly the town hall of the Town of Cicero, now used as a police station, and turn the possession of the building over to the directors of "The Chicago Public Library," to be maintained and used by said library board as a branch of the Chicago Public Library.

SECTION 3. That the land surrounding said building be and the same is hereby turned over to the Small Parks Commission for care and maintenance as a public park; provided, that suitable walks leading to said building shall be maintained by said Small Parks Commission to afford convenient access from the streets to said building.

SECTION 4. This ordinance shall be in force from and after its passage.

Ald. Race presented the following orders, which were, on motion, duly passed:

Ordered, That the Chief of Police notify the Suburban R. R. Co. to at once place fenders on all their cars. On failure to do so, the Chief of Police to proceed against said company for violation of the city ordinance requiring fenders on all cars.

Ordered, That the Commissioner of Public Works notify the Chicago Suburban R. R. Co. to repair its right of way on 52d avenue, from Lake street to Harrison street, same being in bad repair.

Ordered, That the Commissioner of Public Works be and he is hereby directed to notify the Commonwealth Electric Company to replace pavement torn up by them on Madison street, from 52d avenue to Central avenue at once.

Ald. Race presented the following order which was, on motion, duly passed:

WHEREAS, The overcrowding of the loop platforms is in part due to the inadequate means of loading and unloading the passengers; and

WHEREAS, The Elevated R. R. Companies keep the rear and front doors of their trains locked, thereby reducing the limited means of ingress and egress;

THEREFORE, To facilitate the unloading and loading of passengers, as well as to help provide for the safety of the passengers, the Chief of Police is hereby

Ordered, To notify said elevated companies to at all times keep the front

and rear doors of all trains unlocked and in working order for the use of passengers,—on failure to do so the Chief to proceed under the police powers of the city.

Ald. Race presented the following order:

WHEREAS, The Board of Local Improvements have let contracts for the construction of cement sidewalks to certain contractors who have done no work on the same, although the time of completion of said contracts is long past—in consequence of this failure on the part of some one—and the fact that the owners have not been allowed to build these walks, the people have been compelled to walk in the mud;

THEREFORE, The Board of Local Improvements is hereby ordered to re-advertise and re-let said all such contracts and refuse to allow said delinquent contractors to bid on any more work and proceed against said contractors or their bondsmen for any deficiency in the old bids and the new bids and any other expense attached thereto, and some relief be given the people by making cinder paths for their use during the winter, same to be charged to said contractors.

Which was, by unanimous consent, on motion of Ald. Race, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the purchase of three sites for police stations, deferred and published December 3, 1906, page 2169.

Ald. Bennett moved to concur in the report and pass the order therewith for the purchase of a site for the Thirty-Fifth Precinct Police Station, and a site for police station known as 4938 and 4940 State street.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase property as follows:

For a site for the Thirty-fifth Precinct Police Station, located on Hamlin avenue, west front, 117 feet south of Ogden avenue, 50 x 125 feet, in a sum not to exceed nineteen hundred ($1,900.00) dollars, subject to general taxes for the year 1906, being Lots 12 and 13, Block 4, Willard & Decker's Addition to Chicago, Section 23, 39, 14.

For a site for police station, property known as 4938 and 4940 State street, being 60 x 100 feet, for a sum not to exceed five thousand ($5,000.00) dollars, subject to general taxes for the year 1906.

Ald. Bennett moved to pass the order

accompanying the report, for the purchase of a site for a police station at the southwest corner of Fillmore street and 40th avenue.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase a site for police station at the southwest corner of Fillmore street and 40th avenue, being 100x125 feet, at a price not to exceed five thousand ($5,000.00) dollars.

This action is taken upon the several recommendations of the City Real Estate Agent and the General Superintendent of Police attached hereto.

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools, on a request of the Board of Education to credit to its unappropriated building account, sundry unexpended appropriations, deferred and published December 3, 1906, page 2170.

Ald. Zimmer moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to credit to the unappropriated building account of the Board of Education, the unexpended amounts heretofore appropriated for the following named schools;

Burns	$ 35.25
Coonley	10,205.35
Drake	81.18
Fernwood	43.82
Paul Revere	919.50
Felsenthal	45.75
Pestalozzi	845.99
Libby	6,539.28
Kinzie	1,520.67
Linne	6.19
Normal Practice	3,250.58
Oakland	3,556.29
Morse	39.03
Pickard	133.72
Shields	1,357.85
Von Humboldt	146.34
Plamondon	2,950.23
Stowe	13,135.78
Fiske	5,558.65
Crane	31.86
Smyth	178.24
Normal	42.69
Cooper	841.00
McKinley High	1.48
Earle	41.11
Altgeld	276.40
Portable	8,790.12
Harvard	4,851.81
Hamilton	13,520.61

The Clerk, on motion of Ald. Zimmer, presented the report of the Committee on Schools, on a request of the Board of Education to acquire property adjoining the Newberry School, deferred and published December 3, 1906, page 2170.

Ald. Zimmer moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers,

Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the proper officers of the Board of Education be and they are hereby authorized to acquire title under the eminent domain law for the use of schools, to the following described property:

A strip of ground having a frontage of 25 feet on Orchard street and 25 feet on Burling street, north of and adjoining the east 200 feet of Lot 17, and the south 49.5 feet of Lot 18, north of and adjoining the Newberry School premises, together with all buildings and improvements thereon.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance vacating an alley in Block 57, in J. A. Yale's Re-Subdivision, Elston's Addition, deferred and published December 3, 1906, page 2171.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the alley in Block fifty-seven (57) in J. A. Yale's resubdivision of Blocks thirty-eight (38), thirty-nine (39), forty (40), forty-two (42), forty-three (43), forty-four (44), forty-five (45), fifty-seven (57), fifty-eight (58), fifty-nine (59), sixty (60), sixty-one (61) and seventy-two (72) in Elston's Addition to Chicago in Cook County, Illinois, as shown upon the map of Elston's Addition, recorded in the Recorder's Office of Cook County, Illinois, on May 11th, 1855, in Book 85 of Maps, page 121, and as shown upon the map of said J. A. Yale's Resubdivision, recorded in the Recorder's Office at Cook County, Illinois, on June 24th, 1871, Book 173 of Maps, page 53, as shown on the plats exhibits "A" and "B" attached hereto and marked "To be vacated," which plats are hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance John A. Johnson and Adolph A. Carlson, the owners of the land abutting upon the alley hereby vacated, who may derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of twenty-two hundred and seven and ten one-hundredths dollars ($2,207.10), and further that said John A. Johnson and Adolph A. Carlson shall also within thirty (30) days after the passage of this ordinance file for record in the office of the

Recorder of Deeds of Cook County, Illinois, a plat showing said vacation.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of the preceding section.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to C. P. Zacher, to maintain a switch track deferred and published December 3, 1906, page 2171.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to C. P. Zacher, his heirs, executors or assigns, to lay down, construct, maintain and operate one single railroad switch track connecting with the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company at a point about one hundred and ten (110) feet west of the west line of South Elizabeth street, thence running in a northeasterly direction across South Elizabeth street and into and across the south line of Lot two hundred and eighty-seven (287), Centre avenue addition, in the northwest one-quarter (N. W. ¼) of Section seventeen (17), Township thirty-eight (38), Range fourteen (14); thence in an easterly direction across the sixteen (16) foot public alley running north and south between Lots two hundred and eighty-seven (287) and three hundred and fifty-four (354) of the said Centre avenue addition and into the said Lot three hundred and fifty-four (354), Centre avenue addition, northwest one-quarter (N. W. ¼), Section seventeen (17), Township thirty-eight (38), Range fourteen (14), as shown on the blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said C. P. Zacher, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Elizabeth street and said alley as are occupied by said

switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of said Elizabeth street and said alley as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street and said alley so occupied by said switch track to a condition similar to the remaining portion of said street and said alley in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street and said alley in such manner as the Commissioner of Public Works shall direct, then the said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street and said alley so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted, said C. P. Zacher shall pay to the City of Chicago the sum of eighty-four ($84.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his executors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said C. P. Zacher shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to James Barsaloux, to erect and maintain a scale, deferred and published December 3, 1906, page 2173.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to James Barsaloux to erect, maintain and operate a scale in the roadway on the west side of Washington avenue about fifty (50) feet south of Sixty-third street, adjoining the building known as No. 272 East Sixty-third street; the location and construction of said scale to be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the privileges herein granted, the scale herein authorized shall be removed by said grantee, unless this ordinance shall be renewed, and if said scale is so removed the street where the same shall have been located shall be restored to its proper condition and to the satisfaction of the Commissioner of Public Works, so that the said portion of said street shall be safe for public travel and in the same condition as the remaining portion of said street in the same block, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said street or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or incumber more of said street than shall be necessary to enable him to proceed with advantage in constructing said scale.

Should said scale interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein shall remove said scale or change the location thereof, as directed by the Commissioner of Public Works, at his own expense and without any expense whatsoever to the City of Chicago.

SECTION 4. The grantee herein, or his heirs and assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his heirs or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall be issued until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to in-

demnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, the said City of Chicago, or which it may be put to or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. During the life of this ordinance, the grantee herein, his heirs and assigns, shall at all times keep the surface of the street around said scale and contiguous thereto in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file his written acceptance and the bond as hereinabove provided for within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance vacating an alley in Jacob's Subdivision, of Block 1 of Norton's Subdivision, deferred and published December 3, 1906, page 2175.

Ald. Bihl, moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the sixteen (16) foot alley extending from Seventy-first street to Cottage Grove avenue in J. M. Reddy's re-subdivision of Block one (1) of W. V. Jacobs' Subdivision of Block one (1) of Norton's Subdivision of the northeast quarter of the northeast quarter of Section twenty-seven (27), Township 38 north, Range fourteen (14) east of the Third Principal Meridian, be and the same is hereby vacated; provided, however, that this ordinance shall not take effect unless the parties owning the property adjoining said alley shall within sixty (60) days after the passage of this ordinance, file in the office of the Recorder of Deeds of Cook County, Illinois, a certified copy of this ordinance together with the plat showing said J. M. Reddy's Subdivision, and also file with the City Clerk a waiver and release of all and every claim of damage caused or supposed to be caused by the elevation of the railway tracks adjoining said alley.

SECTION 2. This ordinance shall be in full force and effect upon the filing of the plat and the release hereinabove mentioned.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance, granting permission to the

Illinois Central Railroad Company, to maintain a steam pipe across Indiana avenue, deferred and published December 3, 1906, page 2175.

Ald. Bihl, moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Illinois Central Railroad Company, a corporation, to install, construct, maintain and operate one (1) 1 1-2 inch steam pipe across Indiana avenue at a point seventy-five (75) feet south of the south line of Twelfth street between the stone retaining wall on the west side of the right-of-way of said company and said company's repair shop, located on the west side of Indiana avenue and directly opposite said right-of-way wall, said pipe to run directly east and west between starting and terminating points, said pipe to carry five (5) pounds steam pressure and to be placed in a three (3) inch casing and to be three (3) feet below the street level, as shown on blue print attached, which for greater certainty is made a part of this ordinance. Said pipe shall be constructed and maintained to the satisfaction and approval of the Commissioner of Public Works of the City of Chicago.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto upon the revocation of such permission and authority by the Mayor at his discretion, provided further that this ordinance shall be subject to amendment, modification or repeal at any time after the passage thereof.

SECTION 3. This ordinance shall not go into effect until the said grantee shall execute and deliver to the City of Chicago a written acceptance of the same and also a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, conditioned upon the observance and faithful performance of all and singular the conditions and provisions of this ordinance, and further conditioned to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense and liability of any kind whatsoever, which may be suffered by said City of Chicago, or which may accrue against, be charged to or recovered from said City of Chicago by reason of the passage of this ordinance, or by reason of any act or thing done by said grantee herein by virtue of the authority herein granted.

Said bond and the liability thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. No work of installing or constructing said pipe shall be done under the authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works.

SECTION 5. In consideration of the priv-

ileges herein granted, the said Illinois Central Railroad Company, its successors or assigns, shall pay to the City of Chicago the sum of twenty-five ($25.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Illinois Central Railway Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and the bond as hereinbefore provided.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance, vacating part of Fillmore street, deferred and published November 26, 1906, page 2087.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of Fillmore street lying between the west line of Rockwell street and the east line of Washtenaw avenue, and lying between Blocks 2 and 3 in the subdivision of the east half of the southwest quarter of the southeast quarter of Section thirteen (13), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian (except that portion of said street crossing the right-of-way of the Wisconsin Central Railway), as shown in red on the plat hereto attached and which is hereby made a part hereof, be and the same is hereby vacated and discontinued; provided, however, that this ordinance shall not take effect nor shall the vacation herein provided for become effective unless Allis-Chalmers Company and Heywood Bros. & Wakefield, each of whom may derive a pecuniary advantage from this vacation, shall pay to the City Collector of the City of Chicago the sum of sixteen thousand twelve and ninety-seven one-hundredths ($16,012.97) dollars, respectively, within thirty days from the date of the passage hereof, and shall within said thirty days cause to be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing the parts of said street so vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of Section 1 hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance granting to the Chicago & North-Western Railway Company, its successors and assigns, permission to con-

struct, maintain and operate a railway passenger station between West Lake, Canal, West Madison and Clinton streets, and permission also to construct, maintain and operate certain new elevated tracks in the ordinance described, deferred and published December 3, 1906, page 2176.

Amendments to the ordinance under consideration were presented by Ald. Sitts, Dever, Brennan and Finn.

Ald. Foreman moved that the amendments be printed and that the ordinance and amendments be made a special order of business for the next regular meeting of the Council at 8:30 o'clock P. M.

Ald. Scully moved to lay Ald. Foreman's motion on the table.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Martin, McCormick, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Schermann, Powers, Bowler, Stewart, Sullivan, Dougherty, Krumholz, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Fisher, Badenoch, Bihl, Kohout, Race—41.

Nays—Foreman, Pringle, Richert, Young, McCoid, Bennett, Smith, Beilfuss, Sitts, Dever, Brennan, Finn, Reese, Foell, Jacobs, Hahne, Dunn, Williston, Lipps, Reinberg, Larson, Roberts, Hunt, Nolan—24.

After debate, Ald. Scully moved to publish the amendments presented and make the whole subject a special order of business for the next regular meeting of the Council at 8:30 P. M.

The motion prevailed.

The following are the amendments as presented:

By Ald. Sitts:

Amend Section 18 by adding thereto the following: "It is hereby made an express provision of this ordinance that if any public improvement is hereafter made, the cost of which is to be paid by special assessment or special taxation, the property heretofore or hereafter acquired by said Chicago and North-Western Railway Company for its right of way on the lines prescribed by this ordinance shall be subject to such special assessment or special taxation the same as if said property had not been acquired by said company."

By Ald. Dever:

Add the following: "This ordinance shall be construed merely as the consent of the City of Chicago to the doing of the things herein permitted to be done by the Chicago and North-Western Railway Company in the manner and on the conditions herein stated, and is not an exercise by the said City of Chicago of its power under the 25th paragraph of Section one of Article five of the general incorporation law for cities and villages 'To provide for and change the location, grade and crossings of any railroad,' and shall not in any wise be considered as an exercise by the said City of Chicago of such power."

By Ald. Brennan:

For addition at end of Section 3: "The width of West Washington street, between Canal street and Clinton street, shall be increased by the addition of a strip twenty feet wide on each side of the street as heretofore established, and all necessary condemnation and other proceedings in the name or on the part of the City of Chicago to the end of so widening West Washington street are hereby authorized and directed. The sidewalks and roadway in West Washington street, as widened by this ordinance, between Canal street and Clinton street, shall be conveniently rearranged under the supervision of the Commissioner of Public Works. All the expense of widening West Washington street, as by this ordinance required, including all sums

paid by the city in acquisition of the property requisite therefor and all sums expended in re-arranging, sidewalking, curbing, paving and otherwise improving the street between Canal and Clinton streets shall be borne by the Chicago and North-Western Railway Company, its successors and assigns, and paid by them to the city. In case, however, the authority to widen West Washington street, as herein provided, be found to be vested in the Board of West Chicago Park Commissioners, all the provisions of this ordinance, except those concerning the widening of West Washington street, shall remain in full force and effect and have the same validity as if this second paragraph of Section 3 were not in the ordinance, in case said Chicago and North-Western Railway Company, its successors or assigns, comply with whatever requirements said Board of West Chicago Park Commissioners may make within six (6) months from the passage and approval of this ordinance in reference to widening West Washington street. The said Chicago and North-Western Railway Company shall light, clean and pave those portions of Washington, Lake and Randolph streets covered by its depot building."

By Ald. Finn:

Amend by striking out all of Section 16.

The Clerk, on motion of Ald. Uhlir, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance granting permission to Albaugh Brothers, Dover & Co., to maintain a conduit for electrical cables, deferred and published December 3, 1906, page 2191.

Ald. Uhlir moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Albaugh Bros., Dover & Co. to construct, maintain and operate a conduit for cables for conveying electrical current under the public alley east of Marshall boulevard and south of 21st street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Albaugh Bros., Dover & Co., a corporation, to construct, maintain and operate a conduit under the first public alley running north and south, lying east of Marshall boulevard, the north end of which conduit shall be fifty-six (56) feet south of West 21st street; said location being shown on a plat hereto attached and which is hereby made a part of this ordinance. Said conduit shall not exceed two 3-inch pipes in size and shall be used exclusively by the grantee herein, its successors and assigns, for one or more 1,000,000 C. M. lead covered cables for conveying electrical current, and shall be located at least two (2) feet below the surface of said alley. Said conduit shall be constructed in a substantial and workmanlike manner, under the supervision and to the satisfaction of the Commissioner of Public Works and in accordance with the plans submitted

to him and filed in the office of said Commissioner.

SECTION 2. The permission and authority herein given shall cease and terminate ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or otherwise, said grantee, its successors, or assigns, shall remove the said conduit and restore the said alley above the same to a condition satisfactory to the Commissioner of Public Works, without cost or expense of any kind whatsoever to the City of Chicago, so that the portion of said alley where said conduit shall have been located shall be put in the same condition, safe for public travel, as the other parts of said alley in the same block.

Said grantee shall do no permanent injury to said alley or in any manner interfere with any pipe, cable wire or conduit therein, and shall not open or encumber more of said alley than shall be necessary to enable it to proceed with advantage in constructing the said conduit. Should said conduit interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove said conduit or change the location thereof as directed by the Commissioner of Public Works at its or their own expense and without any expense whatsoever to the City of Chicago.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said City from or by reason or on account of the passage of this ordinance or from or by reason or on account of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the alley under which said conduit shall be located in a condition satisfactory to the Commissioner of Public Works and safe for public travel, and the permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to and regulating the use of space underneath the streets and highways of the City of Chicago and also all general ordinances in relation to the maintenance of conduits and the transmission of electricity, and the said grantee, its successors and assigns, shall maintain said conduit at all times in a manner satisfactory to the Commissioner of Public Works.

SECTION 5. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of ten and no-one-hundredths ($10.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance and each payment annually thereafter. It is hereby

made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall fail promptly to pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating two alleys in Block 7, of Twelfth Street Addition to Chicago, deferred and published December 3, 1906, page 2193.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating a certain portion of a certain sixteen-foot public alley in Block 7 of Twelfth Street Addition to Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the sixteen-foot public alley lying north of the north line of Fillmore street and west of and adjoining Lots one (1) to six (6), inclusive, and east of and adjoining Lot seven (7); also that portion of the fifteen-foot public alley south of and adjoining the right-of-way of the Chicago Terminal Transfer Railroad Company, and north of and adjoining Lots seven (7) to seventeen (17), inclusive; all being in Block seven (7) in Twelfth Street Addition to Chicago, a subdivision of that part of S. E. ¼ of Section fourteen (14), Township thirty-nine (39) north, Range thirteen (13), east of the Third Principal Meridian, lying south of the right-of-way of the Chicago Terminal Transfer Railroad Company in the City of Chicago, County of Cook, and State of Illinois; which said alleys are as shown in red and marked "to be vacated" on the plat which is attached hereto and made a part hereof, be and the same are hereby vacated.

SECTION 2. The vacations herein provided for are made upon the express condition that within thirty (30) days after the passage of this ordinance the owner or owners of the above Lots three (3), four (4), five (5), six (6) and seven (7), who shall derive pecuniary benefit from the above vacations shall pay to the City of Chicago at the office of the City Collector the sum of nine hundred eighty-six and sixty-two one-hundredths ($986.62) dollars; and further, that this ordinance shall not take effect, nor shall the vacation herein provided for become effective unless and until the owner or owners of said property shall within thirty (30) days from and after the passage of this ordinance file for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing said vacations.

SECTION 3. This ordinance shall take

effect from and after its passage, subject, however, to the conditions mentioned in Section 2 hereof.

The Clerk, on motion of Ald. Reese, presented the report of the Committee on Water Department, on an ordinance establishing a flat rate of 7 cents per 1,000 gallons for water supplied through meters, deferred and published December 3, 1906, page 2194.

Ald. Cullerton presented the following amendment to the ordinance recommended by the committee:

Amend by adding to Section 1 (one), the following: "Provided, however, that a reduction of $1.00 per frontage shall be made to each and every frontage rate assessment account."

Ald. Reese moved to lay the amendment on the table.

The motion to lay on table prepvailed by yeas and nays as follows:

Yeas—Harding, Dixon, Foreman, Pringle, Richert, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan —54.

Nays—Kenna, Coughlin, Martin, Fick, Scully, Cullerton, Powers, Bowler, Wendling, Golombiewski—10.

Ald. O'Connell moved to refer the ordinance to the Committee on Finance.

Ald. Reese moved to lay on the table the motion to refer.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Harding, Dixon, Foreman, Pringle, Richert, McCormick, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmerman, Uhlir, Riley, Considine, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Fisher, Hunt, Bihl, Nolan, Race —50.

Nays—Kenna, Coughlin, Martin, Fick, Harkin, Maypole, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Badenoch, Kohout—14.

Ald. Roberts moved to postpone consideration of the ordinance for one week.

Ald. Reese moved to lay the motion on the table.

The motion to lay on the table prevailed.

Ald. Reese moved to concur in the report of the committee and pass the ordinance.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon Foreman, Pringle, Richert, McCormick, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Burns, Fisher, Hunt, Bihl, Kohout, Nolan, Race —55.

Nays—Martin, Fick, Cullerton, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Badenoch—9.

The following is the ordinance as passed:

AN ORDINANCE

To amend the Revised Municipal Code of Chicago of 1905, so as to establish a uniform rate of charge for water sup-

plied, and measured and registered by meter.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2429 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"Section 2429. The rate or charge for water supplied to any building, structure, or premises, the water supply to which is measured and registered by meter, shall be seven cents (7c) per thousand gallons."

SECTION 2. This ordinance shall take effect and be in force from and after the 1st of January, 1907.

The Clerk, on motion of Ald. Derpa, presented the resolution for the institution of certain proceedings by the city in behalf of subscribers of the Chicago Telephone Company, published December 3, 1906, page 2210, and deferred one week.

Ald. Derpa moved to defer consideration thereon one week.

The motion prevailed.

The Clerk, on motion of Ald. Riley presented the ordinance forbidding the use of street car tracks to public vehicles during certain hours of the day, deferred and published December 3, 1906, page 2255.

Ald. Riley moved to pass the ordinance.

Ald. Foreman moved to place the ordinance on file.

Ald. Riley moved to lay the motion on the table.

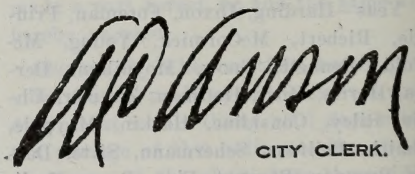
The motion to lay on the table was lost.

The question recurring on the motion to place on file, the motion prevailed.

ADJOURNMENT.

Ald. Bennett moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, December 17 1906, at 7:30 o'clock P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO, ILLINOIS

Regular Meeting, Monday, December [illegible], 1904.

INDEX.

7:30 O'CLOCK P. M.

PAGES.

[illegible]

[illegible]

[illegible]

[illegible]

Communications, reports, messages, etc.

Committee Reports, referred and published

Call of the Wards

Unfinished Business

The roll was called.

Communications from the Mayor, City Treasurer, Commissioner of Public Works and All Other City Officers, Departments and Bureaus of the Government.

His Honor the Mayor [illegible] port endorsing the [illegible] leases for [illegible] the City [illegible] legislation [illegible] the City [illegible] Treasurer [illegible] Mayor.

[illegible]

[illegible]

[illegible]

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"Call of the Wards"	2313 to 2331
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PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, December 17, 1906.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, December 19, 1906.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—None.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, December 10, 1906, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the week ending December 15, 1906, together with the cause of each release:

Louis Rozminski, released for Chas. Breyer.

Louis J. Reichel, released for Ald. Race.

John Ynic, released for wife.

Mary Monaghan, released for Chas. Schott.

Mary Dempsey, released for Rev. Quill.

Burt Storrs, released for brother.

Wm. Hyland, released for wife.

Peter McKay, released for Ed. Diedrich.

John Davis, released for Nathan Foote.

Harry Wright, released for mother.

Richard Fitzgerald, released for sister.

Michael Ott, released for Mrs. McGrath.

May Schroeder, released for Rose Boull.

William Hood, released for wife.

Edward Way, released for Ald. Harkin.

Louis Iseman, released for wife.

James O'Callaghan, released for wife.

Arthur Short, released for wife.

Michael O'Neill, released for Patrick O'Neill.

Harry Daly, released for A. R. Gray.

Carl Bailey, released for Ald. Dailey.

Marie Hollister, released for Jno. F. O'Malley.

Which was ordered published and placed on file.

ALSO,

The following communication:

MAYOR'S OFFICE,
December 17, 1906.

To the Honorable, the City Council:

GENTLEMEN—Your Honorable Body, at the instance of Alderman Race, passed an order at its last regular meeting under the terms of which the elevated railway companies of this city are directed to leave open the front and rear gates of all trains passing around the loop. Since the passage of this order I have received written remonstrances and protests from said companies in which they declare that the enforcement of this order will be dangerous to life and limb. Their communications and protests are hereto attached.

I would respectfully suggest that your Honorable Body take up the consideration of these protests and take such action as in the wisdom of your Honorable Body may seem just and proper.

Respectfully,

E. F. DUNNE,
Mayor.

Ald. Kohout moved to reconsider the vote by which the the order referred to in the communication of his Honor, the Mayor, was passed.

The motion prevailed.

Ald. Race moved to refer the order and all communications pertaining thereto to the Committee on Local Transportation.

The motion prevailed.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 15, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an order passed at the last regular meeting of your Honorable Body and published on page 2322 of the current printed Council Proceedings, directing the Chief of the Fire Department to flood the old ball park, corner of Harrison and Throop streets, so that the same can be used for public skating, for the reason that it does not clearly appear that this park will not be used for somebody's private profit. I would, therefore, recommend that the vote by which said order was passed be reconsidered and the accompanying substitute passed without the usual reference to a committee.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Powers moved to reconsider the vote by which the order referred to in

the veto message of his Honor, the Mayor, was passed.

The motion prevailed.

Ald. Powers moved that the order submitted by his Honor, the Mayor, be substituted for the order under consideration.

The motion prevailed.

Ald. Powers moved to pass the substitute order.

The motion prevailed, and the substitute order was thereby passed.

The following is the order as passed:

Ordered, That the Chief of the Fire Department be, and he is hereby directed to flood the old ball park, corner of Harrison and Throop streets, so that the same can be used for public skating; providing, however, that no charge shall be made for skating.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 15, 1906.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an order passed at the last regular meeting of your Honorable Body and published on page 2315 of the current printed Council Proceedings, directing the Commissioner of Public Works to issue a permit to T. E. Wells to erect lamp posts on 47th street, between Forestville avenue and St. Lawrence avenue, for the reason that in my judgment privileges of this nature ought not be given except by ordinance requiring the beneficiary to protect the city against any claim of damage, and also requiring him to pay compensation for the privileges enjoyed. I, therefore, recommend that the vote by which the order was passed be reconsidered and that the order be referred to the proper committee for further consideration.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Young, moved to reconsider the vote by which the order referred to in the veto message of his Honor, the Mayor, was passed.

The motion prevailed.

Ald. Young moved that the order be passed, the veto of his Honor, the Mayor, to the contrary notwithstanding.

The motion was lost.

ALSO,

The following veto message:

MAYOR'S OFFICE,
December 15, 1906.

To the Honorable, the City Council:

GENTLEMEN— I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body and published on page 2339 of the current printed Council Proceedings, vacating a part of Fillmore street, for the reason that I am advised by the Law Department that the language of the ordinance is ambiguous and a controversy may arise as to the amount of money the beneficiaries are required to pay. I, therefore, recommend that the vote by which the said ordinance was passed be reconsidered and that the accompanying substitute be passed without the usual reference to a committee.

Respectfuly submitted,

E. F. DUNNE,
Mayor.

Ald. Riley moved to reconsider the vote by which the ordinance referred to in the veto message of his Honor, the Mayor, was passed.

The motion prevailed.

Ald. Riley moved that the ordinance submitted by his Honor, the Mayor, be substituted for the ordinance under consideration.

The motion prevailed.

Ald. Riley moved the passage of the substitute ordinance.

The motion prevailed, and the substi-

tute ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of Fillmore street lying between the west line of Rockwell street and the east line of Washtenaw avenue, and lying between Blocks 2 and 3, in the subdivision of the east half of the southwest quarter of the southeast quarter of Section thirteen (13), Township thirty-nine (39), North, Range thirteen (13), east of the Third Principal Meridian, (except that portion of said street crossing the right of way of the Wisconsin Central Railway), as shown in red on the plat hereto attached and which is hereby made a part hereof, be and the same is hereby vacated and discontinued; provided, however, that this ordinance shall not take effect, nor shall the vacation herein provided for become effective unless Allis-Chalmers Company and Heywood Bros. & Wakefield, each of whom may derive a pecuniary advantage from this vacation, shall pay to the City Collector of the City of Chicago the sum of sixteen thousand twelve and ninety-seven one-hundredths ($16,012.97) dollars, within thirty days from the date of the passage hereof, and shall within thirty days cause to be filed for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing the parts of said streets so vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of Section 1 hereof.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last preceding meeting of the Council:

Acceptance and bond, Montgomery Ward & Co., ordinance of December 3, 1906; acceptance and bond, S. Lederer Co., ordinance of November 19, 1906; acceptance and bond, P. Tyrrell Ward, ordinance of December 3, 1906; acceptance and bond, Vette & Zunker, ordinance of November 12, 1906.

Which was placed on file.

ALSO,

The following communication:

CITY CLERK'S OFFICE,
December 17, 1906.

To the Honorable, the Mayor, and City Council:

GENTLEMEN—In preparing pamphlet containing general ordinances and ordinances amending the Revised Municipal Code, passed since March 20, 1905, in accordance with order of November 26th, I find that on June 25th, page 982, an ordinance was passed amending Section 2402 in relation to water, in which military organizations are exempted from payment of water rates; also on June 25th, pages 998-999, another ordinance was passed amending the same section and expressly including military organizations in the payment of water rates.

Yours respectfully,

A. C. ANSON,
City Clerk.

Which was referred to the Committee on Finance.

ALSO,

A communication from the Merchants' Association of Joliet in favor of competing telephone systems, which was

Referred to the Committee on Gas, Oil and Electric Light.

ALSO,

A printed communication from Allen B. Pond and others recommending the appointment of a special committee to consider the proposed ordinance in favor of the Chicago & North-Western Railway for a new passenger station, etc.; which was

Referred to the Committee on Streets and Alleys, West Division.

CITY COLLECTOR.

The City Collector presented the following report:

CITY COLLECTOR'S OFFICE,
December 17, 1906.

To the Honorable Edward F. Dunne. Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I am respectfully forwarding herewith a list of names of organizations to whom permits were issued under ordinance of June 11, 1906, to operate bars in the halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,
JOHN E. TRAEGER,
City Collector.

Colored Bartenders' Association, Wabash avenue and Peck court.

Ritivi Svateho Vadova, 3000 Union avenue.

American Young Men's Society, 494 Noble street.

Morning Glory Benevolent Association, 53d and Ashland avenue.

Badger Aid & Athletic Association, 4300 State street.

Bohemian Turners' Society, 106-08 DeKoven street.

Moghliev Progressive Verein, 876 Milwaukee avenue.

Evergreen Benevolent Association, Spaulding and North avenues.

Nordstjernan Society, 3143-7 State street.

Polish Benevolent Society, 2503 Kensington avenue.

Danish Young People's Association, 501 West North avenue.

The A. D. Church, 3140 Indiana avenue.

John Hurst Athletic & Educational Association, 262 Blue Island avenue.

Oriental Lodge, O. B. A., 15th and Wabash avenue.

Greek Benevolent & Aid Society, 257 North Clark street.

American Platonic Ladies' Society, 1168 West 12th street.

Slavonian Society, No. 65, 68 Fullerton avenue.

Melomonia Lodge, No. 330, D. O. H., 9233 Houston avenue.

Stickney Hunting & Fishing Benefit Society, 3417-21 South Halsted street.

Clan MacDuff Society, 29 North Clark street.

O'Mahoney Hurling Association, 40th and State streets.

Court Vysehrad T. B. H., 612 West 18th street.

Patronat Bohemian School, 32-34 Emma street.

Patronat Bohemian School, 32-34 Emma street.

Lodge G. Lamasa, No. 2, Union Sicilia, 162 North Clark street.

Schoenhofen Sick Benefit Society, 821 South Ashland avenue.

Zephyr Singing Society, 6058 Morgan street.

Division 34, A. O. H., 12th and Waller streets.

Sbor Ban Jelacic, 400 West 18th street.

Swedish Guards Association, 8743 Buffalo avenue.

LaSalle Turn Verein, 677 Larrabee street.

Columbia Lodge, No. 115, 862 West Division street.

Garden City Lodge, No. 7, O. S. B., Taylor and Centre avenue.

Scandinavian Workman Singing Society, 901 North Washtenaw avenue.

Baker Drivers' Benevolent Association, 245 Clybourn avenue.

Ulabrand Society, 907 North California avenue.

Sokol Havlicek, 1116 South Kedzie avenue.

Oestreicher Bruder Bund, 5257 Ashland avenue.

South Side Milk Dealers' Association, 3143 State street.

Elk Grove Sick Benefit Society, 501 West North avenue.

Hungarian Sick & Benevolent Society, 876 Milwaukee avenue.

Ladies' Society Malbish Arumim, 444 West Taylor street.

Northwest Socialist Party, 311 West Division street.

Spolek Stepona, No. 208, 590 West 18th street.

Dow Sylvestra R. L., No. 860, 590 West 18th street.

Grand Crossing Turn Verein, 75th street and Dobson avenue.

Socialist Party of Cook County, 15th and Wabash avenue.

Douglas Gegensteiger Untr. Verein, Sec. 5, Sedgwick and Blackhawk streets.

Chicago Newspaper Employees' Benefit Association, 15th and Wabash.

Norwegian Singers' Union, 876 Artesian avenue.

Bridgeport Benevolent Association, 2988 Archer avenue.

North Division Newspaper Distributers' Benevolent Association, 162 North Clark street.

McAvoy Brewing Company's Employees' Aid Society, 3143 State street.

Steam Fitters' Association, 75th street and Dobson avenue.

Montefiore Hebrew Free School Society, Marshfield avenue and Taylor street.

Farquhar Teaming Company Employees' Benevolent Association, 447 West Taylor street.

Bridge and Structural Ironworkers, 15th and Wabash avenue.

Three Links Benevolent Association, 551 North Clark street.

Belgium American Society, 501 West North avenue.

Chicago Hotel and Club Employees, 15th and Wabash avenue.

Westgota Gille Society, Wabash avenue and Peck court.

Geo. Washington Benevolent Society, 368 West 12th street.

Chicago Waitresses' Union, 15th and Wabash avenue.

Greek Brotherhood, 257 North Clark street.

Plattdeutsche Gilde, Ashland avenue and Division street.

Which was ordered published and placed on file.

COMMISSIONER OF PUBLIC WORKS.

The acting Commissioner of Public Works presented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, December 17, 1906.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby au-

thorized to lay water mains in the following streets:

In Anthony avenue, from 93d street northward 329 feet; size, 8-inch; probable cost including hydrants and basins, $478.50; pays 17 cents.

In Springfield avenue, from 480 feet north of Ogden avenue northward 35 feet; size, 6-inch; probable cost including hydrants and basins, $43.75; pays 17 cents.

In Lexington street, from 45th court 100 feet eastward; size, 8-inch; probable cost including hydrants and basins, $150; pays 15 cents.

Respectfully,

J. C. WERDELL,

Deputy Commissioner of Public Works.

Ald. Lipps moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

CITY COMPTROLLER.

The City Comptroller submitted duplicate payrolls for the month of October, 1906.

Which were placed on file.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a report and ordinance establishing the grade of sundry streets.

By unanimous consent, the ordinance was put upon its passage and passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, defered and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of J. C. Cunningham, May L. Whitney, Mrs. Kate Kent, F. F. Kellogg & Co., William H. Thompson, Charles F. Lederle, H. J. Craw, Annie Hammerstrom and R. O. Williams, for refund of 90 per cent of special assessments for water pipes, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Work be and he is hereby authorized to issue vouchers to the following named persons, in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund upon identification and proper power of attorney from claimant.

Warrant.

24892 J. C. Cunningham.....$17.28
20727 May L. Whitney..... 17.46

21681	Mrs. Kate Kent	11.56
19296	James Darlow	11.25
19296	James Darlow	11.25
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Henry Schwartz	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	H. Schwartz	8.41
20630	Henry Schwartz	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
19296	Edwin B. Sheldon	11.25
19296	Edwin B. Sheldon	11.25
19296	Charles D. Richards	67.50
19296	Edwin B. Sheldon	11.25
19296	Edwin B. Sheldon	11.25
17068	Thomas Meredith	69.08
17070	Mrs. J. A. Stahl	47.25
17976	Vaclav Klenha	68.69
17982	W. H. Ingham	50.40
18356	M. Eccles	11.25
19442	E. A. Casey	28.89
19572	Nels P. Swanson	104.65
20413	Andrew Barrett	14.30
22389	John Lundas	12.60
22389	John Lundas	37.80
22389	F. H. Rawson	66.53
22590	Charles S. Thornton	58.10
24464	B. S. Chase	71.04
20565	William H. Thompson	60.52
20569	Charles F. Lederle	19.24
30640	H. J. Craw	30.83
22389	Annie Hammerstrom	25.20
20734	Robert Williams	5.50

SECTION 2. This ordinance shall be in force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referered communications from Commissioner of Public Works, City Prosecuting Attorney and the Board of Local Improvements, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to pay W. J. Craig, architectural draughtsman, ninety-nine dollars ($99.00) per month for the months of November and December, in accordance with his recommendation of November 10th, 1906, attached hereto.

Ordered, That the City Prosecuting Attorney be and he is hereby authorized to employ the following help until the appropriations for 1907 are made, required on account of operation of the new municipal court:

Three Assistant Attorneys at a salary of two hundred dollars ($200.00) each per month.

Two law clerks at eight-five dollars ($85.00) per month.

One Stenographer at seventy-five dollars ($75.00) per month, all in accordance with his request of December 14th, 1906, attached hereto.

Ordered, That the Board of Local Improvements be and it is hereby authorized to employ house drain inspectors for two months' additional inspection over and above the number of months in the appropriation bill, and the Comptroller is ordered to pay the expense of same from appropriation for salaries for Board of Local Improvements.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of

Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication regarding purchase of lot for fire department and for night soil reduction plant, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase Lots 26 and 27, Block 2 of the north 16 acres of the west one-half of west one-half of the northeast one-quarter, Section 9-39-13, being located on the northeast corner of West Huron street and 52d avenue, and having a frontage of fifty feet on 52d avenue and 125.7 on West Huron street, at a price not to exceed twelve hundred fifty dollars ($1,250.00), subject to general taxes of 1906, for a site for engine house, in accordance with the recommendation of the Fire Marshal and the City Comptroller, dated December 14th, 1906, respectively, and attached hereto.

Also to purchase Lots 31, 32 and 33 in Eldred's Re-Sub. of Block 37, Village of Jefferson, Section 9-40-13, being located on Lawrence avenue, near Gunning, at a price not to exceed six hundred eighty-five dollars ($685.00), subject to taxes of 1906, in accordance with the recommendation of the Commissioner of Health and the City Comptroller, dated December 12th, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communications from Fire Marshal, Commissioner of Public Works and Board of Local Improvements in regard to certain transfers in appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in appropriations in accordance with the request of the Fire Marshal, Commissioner of Public Works and Board of Local Improvements, attached hereto.

Fire Department—From appropriation for building at Commercial and Baltimore avenues to appropriation for building at North Washtenaw avenue and Wabansia avenue, $4,200.00. From Account E. E. to Permanent Improvement Fund 45, Steam Heating, $500.00. From Account D. D., Maintenance of New Companies, to Account K, Repairs to Buildings, $15,000.00. From Appropriation for Building at 5600-5602 Emerald avenue to erection of two-story brick house at 5721 South Halsted street, $14,000.00.

Dept. Public Works—From Bridge Tenders' Salaries, Torrence avenue, to Bridge Tenders' Salaries, Twenty-second Street Bridge, $116.67.

To Bridge Tenders' Salaries South Western Avenue Bridge, $483.33.

Water Division—From Salaries, Inspection Division, Account 42 F. to account 42 Z. Z. 15, "Refunds on erroneous water assessments" $5,000.00.

Board of Local Improvements—From Salaries 35 A, to Miscellaneous Expense Account 35 B. C. and D. 1 to 6, $11,800.00.

From appropriation for 1 per cent to County Collector to Miscellaneous Expense, $5,000.00.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of

Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Patrick H. Boland for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Superintendent of the House of Correction be and he is hereby authorized to issue a voucher to Patrick H. Boland for twenty-eight and one-half days' time as guard at the House of Correction, deducted on account of absence from duty on account of illness, and the Comptroller is ordered to pay the same from appropriations for the House of Correction.

This action is taken in accordance with the recommendation of the Superintendent attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Thomas E. Duffy, for refund of amount paid for meter, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of Thomas E. Duffy in the sum of ninety-five dollars ($95.00), upon delivery to the city of one three-inch Keystone water meter No. 80085, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the recommendation of a sub-committee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of D. J. Gillis for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of D. J. Gillis in the sum of one hundred twenty dollars ($120.00), same being amount of time deducted on account of suspension, said D. J. Gillis being ordered reinstated by the Civil Service Commission, and the Comptroller is ordered to pay the same from appropriation for bridge repairs.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Mrs. M. Treisdell, for refund of license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed

to pay to Mrs. M. Triesdell the sum of five dollars ($5.00), same being amount paid for delicatessen license No. 1473, and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken in accordance with the report of the City Auditor attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of Peter Reinberg, J. L. Flannery, L. B. Bergersen, Joseph Schwartz, Mrs. Mary Griffin, George G. Newbury & Co., August Art and Jewett E. Ricker, for rebate of water taxes, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same to be in full of all claims for rebates of water taxes paid on the properties named and the Comptroller is ordered to pay the same:

Peter Reinberg, Robey and Balmoral avenues	$19.35
J. L. Flannery, 285 Evanston avenue	27.50
L. B. Bergersen, 378 Bowen avenue	3.70
Joseph Schwartz, 1798 West North avenue	14.04
Mrs. Mary Griffin, 573 Throop street	3.50
Geo. G. Newbury & Co., 368 North Ada street	22.50
August Art, 582 Costello avenue	5.95
Jewett E. Ricker, 483 Washington boulevard	23.62

This action is taken in accordance with the several recommendations of a subcommittee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of Michael Boyle, James Golden, Edwin Gorey and Edward Meers, for compensation for personal injuries, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Michael Boyle in the sum of seventy-four and twenty-five one-hundredths doldals ($74.25), same to be in full for wages lost on account of injuries received November 17, 1905, in the Water Pipe Extension Bureau and to be issued upon signing of a waiver of all claims against the city, and the Comptroller is ordered to pay the same from appropriations for Water Pipe Extension.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to James Golden in the sum of forty-seven and thirty-four one-hundredths dollars ($47.34), being for time lost on account of injuries received at the Sixty-eighth Street Pumping Station, February 10th, 1906, said voucher to be issued only on the signing of a release of all claims against the city on account of said injury, and the Comptroller is ordered to pay the same from appropriation for Sixty-eighth Street Pumping Station.

Ordered, That the Commissioner of

Public Works be and he is hereby authorized and directed to issue voucher in favor of Edwin Gorey in the sum of thirty-five and seventy-five one-hundredths dollars ($35.75), same being for time lost on account of injuries received on March 13th, 1906, at the Twenty-second Street Pumping Station, said voucher to be issued on the signing of a release by said Gorey, releasing the city from all claims an account of said injury, and the Comptroller is ordered to pay the same from appropriations for the Twenty-second Street Pumping Station.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Edward Meers in the sum of twenty-nine and thirty-eight one-hundredths dollars ($29.38), being the amount of time lost on account of absence from duty because of injury received August 6th, 1906, while in the discharge of his duty in the Water Pipe Extension Bureau, said voucher to be issued only upon the signing of a proper release holding the city harmless from all claims on account of said injury, and the Comptroller is ordered to pay the same from the appropriations for the Water Pipe Extension.

This action is taken in accordance with the several recommendations of a sub-committee and opinions of the City Attorney attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred petition of Standard Wash Coal Company, Chase Avenue Improvement Association, appropriation for claim of Pierce Moakley for wages, Charles W. Moeller for personal injuries, Louis Kleinhaus for injuries to horse, Golden Manufacturing Company for rebate on water tax (adverse recommendation of a sub-committee attached); Henry Hansen for 90 per cent refund on special assessment; Charles Plummer for payment of special assessment rebate; S. J. Burkdahl, 90 per cent refund special assessment; Dora Parry, 90 per cent refund special assessment (adverse recommendations of the Board of Local Improvements attached), submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting Geist Brothers switch track, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing Geist Bros. Co. to construct, maintain and operate a single railroad switch track on Stewart avenue between 31st street and 32nd street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Geist Bros. Co., a corporation, its successors and assigns, to construct, maintain and operate a single railroad switch track connecting with the elevated tracks of the Pittsburgh, Ft. Wayne & Chicago Railway Company at a point about on the north line of 32nd street

and extending alongside of Stewart avenue as relocated by an ordinance passed by the City Council of the City of Chicago on May 21, 1906, said initial point being about 27.9 feet above city datum, from which point said railroad switch track shall continue north on a descending gradient of about 3 per cent for a distance of about 432 feet to a point about on the south line of the new Stewart avenue as relocated at an elevation of about 14.8 feet above city datum; thence said switch track shall continue north at grade across, along and on Stewart avenue to the south line of 31st street, as indicated upon the blue print hereto attached, which is hereby made a part of this ordinance; the proposed switch track and elevations of same being shown thereon in red ink, and marked "Proposed Switch Track" and "Elevation." The location of said switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

Section 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance or at any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

Section 3. During the life of this ordinance the grantee herein shall keep that portion of the public street on which said switch track is located at grade in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works; and the construction and maintenance of all of said switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore the portion of the public street occupied by said switch track to a condition safe for public travel, similar to the remaining portion of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City.

Section 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or any which may hereafter be in force relating to the use and operation of switch tracks, railway tracks, elevated railroads and structures above streets and alleys.

No work shall be done in or about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works.

Section 5. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance; and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing

done by the grantee herein by virtue of the authority herein given; and conditioned further to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. In consideration of the privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of one hundred twelve and fifty one-hundredths ($112.50) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance and the bond hereinabove provided for within thirty (30) days from the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance, granting permission to Drexel Cafe Company to maintain canopy at northeast corner of 39th street and Cottage Grove avenue, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Drexel Cafe Company, its successors and assigns, to construct, maintain and use a canopy over the sidewalk from the 39th street side of the building situated on the northeast corner of 39th street and Cottage Grove avenue. The lowest portions of said canopy shall not be less than 10 feet above the surface of the sidewalk over which said canopy projects; it shall not extend more than 13 feet and 7 inches from the face of the wall of said building, and shall not exceed 12 feet and 8 inches in length. The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works; and no permit shall be issued allowing any work to be done in and about the construction of said canopy herein authorized until such plans and specifications have first been submitted to and approved by the Commissioner of Public Works, and the said Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance,

or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time, or by the exercise of the Mayor's discretion as aforesaid, said grantee shall remove said canopy without cost or expense of any kind whatsoever to the City of Chicago. Provided, that in the event of a failure, neglect or refusal on the part of the said grantee, its successors or assigns, to remove said canopy when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors or assigns.

SECTION 3. In consideration of the privileges herein granted and as compensation therefor, said Drexel Cafe Company, its successors and assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty-five dollars ($25.00) per year, payable annually in advance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall have first been issued by the Commissioner of Public Works authorizing such work to proceed; and no permit shall issue until the first annual payment herein provided for has been made at the office of the City Comptroller of the City of Chicago and a bond has been executed by the said grantee in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense, or liability of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said City from, by reason of, or on account of the permission and authority herein granted, or the exercise by the grantee herein, its lessees or assigns, of the permission and authority herein given; and conditioned further for the faithful observance and performance of all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance such bond shall not be kept in full force then the privileges herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that the said grantee files a written acceptance of this ordinance together with the bond hereinabove provided for, within thirty (30) days.

ERNEST BIHL,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance in favor of the C. R. I. & P. Ry. Co. for an additional track across 95th street, submitted a report recommending that the ordinance be placed on file.

Ald. Bihl moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance vacating alley in Block 40, C. T. Sub. 7, 39, 14, between Western and Claremont avenues, having had the

same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, without compensation, the value of the property dedicated exceeding the value of the property vacated:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the north one hundred (100) feet of the eighteen (18) foot alley running north and south between Western avenue and Diller street (now known as Claremont avenue) abutting on the north, on the present right of way of the Pan Handle Railroad, in Block forty (40) of the Canal Trustees' Subdivision of section seven (7), Township thirty-nine (39) North, Range fourteen (14) East of the third (3rd) Principal Meridian, which said North one hundred (100) feet of said alley is bounded as follows: Bounded on the west by the east line of lots eighty-seven (87), eighty-eight (88), eighty-nine (89) and ninety (90); on the east by the west line of lots forty-nine (49), fifty (50) fifty-one (51), and fifty-two (52), and on the south by an imaginary straight line connecting the south-east corner of said lot eighty-seven (87) with the south-west corner of said lot fifty-two (52), and on the north by an imaginary straight line connecting the north-east corner of said lot ninety (90) with the north-west corner of said lot forty-nine (49), all of which said lots are in Block forty (40) of the Canal Trustees' subdivision of section seven (7) Township thirty-nine (39) North, Range fourteen (14) east of the Third Principal Meridian aforesaid, and which said portion of said alley is marked "Part of Alley Vacated" on the plat hereto attached, which plat is made a part hereof and to which express reference is had, be and the same is hereby vacated and discontinued; inasmuch as said portion of said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within sixty days after the passage of this ordinance Luther P. Friestedt, who is the owner of lot eighty-six (86) of the said Block forty (40) in the subdivision aforesaid, shall dedicate as a public alley and open to public use as such the south fourteen feet of said lot eighty-six (86), said portion of said lot eighty-six (86) being shown in red and marked "to be dedicated" on the said plat hereto attached; and, further, that he shall file within said sixty days in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing such vacation and such dedication; and in case of failure to so dedicate and open up the new alley as aforesaid, or to record the plat as aforesaid, within said sixty days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, December 17, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance authorizing the Garden City Fuel Company to construct a wall across Claremont avenue, and maintain switch track, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing the Garden City Fuel Com-

pany to construct a retaining wall across the east half of Claremont avenue and to maintain its switch track now constructed and in operation across a portion of said street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Garden City Fuel Company to construct a retaining wall across the east half of Claremont avenue, immediately abutting upon the embankment of the elevated tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the switch track of said grantee now existing and operated by said grantee, said wall to be used as a retaining wall for the fill of the elevated switch track connecting the coal yard of the Garden City Fuel Company with the elevated tracks of the said Railway Company, the location of the said wall being more specifically described in the blue print hereto attached and made a part of this ordinance, and to which special reference is hereby had. The said retaining wall hereby authorized shall be constructed of such material and in such manner as shall be satisfactory to and approved by the Commissioner of Public Works of the City of Chicago, and in accordance with plans and specifications which shall first be submitted to and approved by him, and a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works. Permission and authority are further hereby given and granted to said Garden City Fuel Company to maintain and operate its switch track across the eastern part of Claremont avenue connecting with the said Railway Company's tracks, as shown by the upper red line on said plat.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said retaining wall and said switch track and all the apparatus thereto, and shall forthwith restore the portion of the street occupied by said retaining wall and said switch track to a condition safe for public travel similar to the remaining portion of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works, and the construction and maintenance of the retaining wall herein provided for shall also be under the supervision and to the satisfaction of said Commissioner.

No work shall be done in or about the construction of the work herein authorized until a permit authorizing same shall have been issued by the Commissioner of Public Works.

SECTION 5. In consideration of the privileges hereby granted the said grantee shall pay to the City of Chicago the sum of sixty dollars ($60.00) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date

of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if this grantee, its successors or assigns, shall fail to promptly pay any installment of such compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned, further, to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost, or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days from the passage hereof.

A. J. HARRIS,
Acting Chairman.

BUILDING DEPARTMENT.

The Committee on Building Department submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, December 13, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Revised Municipal Code in re fire limits, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 686 of Article 20 of Chapter 15 of the Revised Code of Chicago, passed March 20, 1905, be and the same is hereby amended so as to read as follows:

The fire limits of the City of Chicago shall be and are hereby defined as follows: All that part of the City of Chicago bounded by the following limits: Commencing at the intersection of the shore of Lake Michigan and a line one hundred and fifty feet north of the center line of Belmont avenue, thence west on said first-mentioned line to the center line of North Halsted street, thence south along said center line of North Halsted street to the center line of Fullerton avenue, thence west along said center line of Fullerton avenue to the center of the North Branch of the Chicago River, thence northwesterly along the center of said North Branch of the Chicago River to the center line of Belmont avenue, thence west along said center line of Belmont avenue to the center line of Kedzie avenue, thence south along said center line of Kedzie avenue to the center line of West North avenue, thence west along said center line of West North avenue to the center line of North Fortieth avenue, thence south along said center line of North Fortieth avenue to the center line of the first

alley north of Park avenue, thence west along the center line of said alley to the center line of South Forty-sixth avenue, thence south along said center line of South Forty-sixth avenue to the center line of West Madison street, thence west along the center line of West Madison street to the center line of South Forty-eighth avenue, thence north along said center line of South Forty-eighth avenue to the center line of Kinzie street, thence west along said center line of Kinzie street to the center line of South Fifty-second avenue, thence south along said center line of South Fifty-second avenue to the center line of West Madison street, thence east along said center line of West Madison street to the center line of South Fiftieth avenue, thence south along said center line of South Fiftieth avenue to the north line of the present right of way of the Chicago & Great Western Railroad Company, thence east along the said north line of said right of way to the center line of South Forty-eighth avenue, thence south along the said center line of South Forty-eighth avenue to the center line of West Twelfth street, thence east along said center line of West Twelfth street to the center line of South Forty-sixth avenue, thence south along said center line of South Forty-sixth avenue to the center line of West Twenty-second street, thence east along said center line of West Twenty-second street to the center line of South Fortieth avenue; thence south along said center line of South Fortieth avenue to the center line of the Illinois and Michigan Canal, thence northeasterly along the center line of said canal to the center line of South Western avenue; thence south along said center line of South Western avenue to the center line of West Thirty-ninth street, thence east along said center line of West Thirty-ninth street to the center line of State street, thence south along said center line of State street to the north line of West Forty-seventh street, thence west along said north line of West Forty-seventh street to a line seventy-five feet west of the west line of South Halsted street, thence south along said line seventy-five feet west of the west line of South Halsted street to a line seventy-five feet north of the north line of West Sixty-third street, thence west along said line seventy-five feet north of the north line of West Sixty-third street to the center line of South Ashland avenue, thence south along the center line of South Ashland avenue to the center line of West Sixty-third street, thence east along said center line of West Sixty-third street to the center line of State street, thence south along said center line of State street to the center line of East Seventy-fifth street, thence east along said center line of East Seventy-fifth street to the shore of Lake Michigan, thence northerly and northwesterly along the shore of Lake Michigan to the place of beginning.

Also commencing at a point in the center of Manistee avenue, where it intersects the right of way of the main line of the Lake Shore and Michigan Southern Railroad; thence northeasterly and north along the center line of Manistee avenue to the center line of Eighty-ninth street, thence east along the center line of Eighty-ninth street to the center line of Mackinaw avenue, thence south along the center line of Mackinaw avenue to the center line of Harbor avenue, thence southwesterly along the center line of Harbor avenue to the center line of Ninety-third street; thence west along the center line of Ninety-third street to the easterly line of the Baltimore & Ohio Railroad right of way; thence south along the easterly line of the Baltimore & Ohio Railroad right of way and Baltimore & Ohio Railroad extended, to the northeasterly line of said Lake Shore & Michigan Southern Railroad; thence northeasterly along the northeasterly line of said right of way to the place of beginning.

SECTION 2. This ordinance shall take

effect and be in force from and after its passage and publication.

M. P. RILEY,
Chairman.

ALSO,

The same committee, to whom was referred an order in favor of Mickel and Pitzele for a sign, and an order to permit Herman Getz to repair building, submitted reports recommending that the orders be placed on file.

Ald. Riley moved to concur in the reports.

The motion prevailed.

ALSO,

The same committee, to whom was referred an ordinance in favor of George W. Homan for a storm door, submitted a report recommending that the ordinance be placed on file.

Ald. Riley moved to concur in the report.

The motion prevailed.

SPECIAL ASSESSMENT AND GENERAL TAXATION.

The Committee on Special Assessments and General Taxation, to whom was referred (May 15, 1905) an ordinance prescribing widths for tires on traffic vehicles, and a resolution (Feb. 5, 1906) from a convention of improvement associations demanding the enforcement of the "wide tire ordinance," submitted reports recommending that the same be placed on file.

Ald. Harkin moved to concur in the reports.

The motion prevailed.

FIRE DEPARTMENT.

The Committee on Fire Department, to whom was referred (Oct. 16, 1905) the report of the Committee on High Pressure Water System and sundry matters pertaining thereto, submitted a report recommending that the same be placed on file.

Ald. Hunt moved to concur in the report.

The motion prevailed.

TRACK ELEVATION.

The select Committee on Track Elevation, to whom was referred an ordinance amending an ordinance of June 18, 1900, for elevation of tracks of P., Ft. W. & Chicago Ry., so as to provide for a subway north of 55th street boulevard in place of a subway in 54th place, submitted a report recommending that the ordinance be placed on file.

The motion prevailed.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Kenna presented an ordinance in favor of the Potter Watch Company for a clock in Madison street, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to F. N. Somerville to remove (for purpose of painting anew) and re-erect a wood sign now in front of premises at 86 State street (5th floor, projection four feet). Said sign to be re-erected in accordance with all rules and regulations of the street department of the Department of Public Works, and the permit to be revocable at any time by the Mayor in his discretion.

SECOND WARD.

Ald. Harding presented the claim of John W. Wood, which was

Referred to the Committee on Finance.

Ald. Dixon presented an order for a public bath in the Second Ward, which was

Referred to the Committee on Finance.

THIRD WARD.

Ald. Foreman presented a protest from certain property owners against a street railway in Langley avenue and in Thirty-eighth street, between Langley avenue and Cottage Grove avenue, which was

Referred to the Committee on Local Transportation.

Ald. Pringle presented the following order, which was referred to the Committee on Finance:

WHEREAS, The increasing cost of living, which has obtained during the past few years throughout the country, has been so augmented during the past year as to place said cost of living entirely out of proportion to former wage scales;

WHEREAS, The said changed relation of wages to necessary living expenses has been recently recognized in the action of certain private corporations, in voluntarily increasing the wages of their employes;

WHEREAS, The Federal Government is now engaged in a discussion of adapting its scale of salaries in certain departments to the above named principle;

WHEREAS, The City of Chicago has to a certain extent recognized its duty in the general question involved in this ordinance;

WHEREAS, By reason of the changed relation of salaries and cost of living, and by reason of the long and arduous hours of service, and by reason of the hazardous nature of their duties, the present salaries of the firemen of the City of Chicago are too low, and should be changed in recognition of the above; now, therefore,

Be it ordained by the City Council of the City of Chicago, That the salaries of all uniformed firemen, below the grade of Chief, be increased ten per cent above that which they now severally receive.

Ald. Pringle presented an order for paving 32d street, which was

Referred to the Board of Local Improvements.

FOURTH WARD.

Ald. Richert presented the claim of Chas. Anderson, which was

Referred to the Committee on Finance.

SIXTH WARD.

Ald. Young presented the following order, which was, on motion, duly passed:

WHEREAS, The Committee on Gas, Oil and Electric Light, in considering the general telephone question, both with reference to service and rates, has found it desirable to have expert assistance; therefore, be it

Ordered, That the Finance Committee be and they are hereby directed to include in the next annual appropriation bill a sum of money sufficient to meet the expenses incident to the employment of telephone experts or engineers, and for such stenographic work as may be necessary in the preparation of the report of the Committee on Gas, Oil and Electric Light on the telephone question.

Ald. Young presented the claims of Virginia P. Hapeman and A. L. Paul, which were

Referred to the Committee on Finance.

Ald. Young presented an order for paving East 46th street, which was

Referred to the Board of Local Improvements.

SEVENTH WARD.

TIME FIXED FOR NEXT REGULAR MEETING.

Ald. Bennett presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council after the meeting held on Monday, December 17th, 1906, be and the same is hereby fixed for Wednesday, January 2, 1907.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Bennett presented the following order, which was, on motion, duly passed:

Ordered, That an order passed December 3d, page 2228, Council Proceedings of that date, be amended as follows: By striking out the figures "9148" in the second line of right hand column and inserting in lieu thereof "9143," and by striking out in the eighth line of the right hand column the words "Webster avenue" and inserting in lieu thereof "North Western avenue."

Ald. Bennett presented an order for an appropriation for a new City Hall, which was

Referred to the Committee on Finance.

Ald. Bennett presented the claims of Mrs. J. M. Caskey, M. L. Pearce, Alfred C. Mace, J. O. Bailey, Frank L. Hume, Provident Hospital, which were

Referred to the Committee on Finance.

Ald. Bennett moved that the claim of H. Bartels, placed on file November 19th, 1906, be taken from file and re-referred to the Committee on Finance.

The motion prevailed.

Ald. Snow presented the following ordinance:

WHEREAS, An ordinance which was duly passed by the City Council on November 19, 1906, and was printed on pages 2057 to 2059 inclusive, of the Council Proceedings of that date, grants authority to the Chicago Bridge and Iron Company to maintain and operate a switch track along, upon and across certain streets mentioned therein; and,

WHEREAS, The Chicago Bridge and Iron Company no longer is in existence, but has been succeeded by Horace E. Horton, who is sole proprietor of the business formerly operated by said company and who runs the said business under the name and style of Chicago Bridge and Iron Works; and,

WHEREAS, The said ordinance was intended to grant the privileges therein granted to the Chicago Bridge and Iron Company to said Horace E. Horton, doing business as Chicago Bridge and Iron Works; therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an ordinance passed by the City Council on November 19, 1906, and appearing on pages 2057 to 2059 of the Council Proceedings of said date, be and the same is hereby amended by striking out the words "the Chicago Bridge and Iron Company" appearing in lines two and three of the left hand col-

umn on page 2058 of the Council Proceedings of November 19, 1906, and substituting therefor the words "Horace E. Horton, doing business as Chicago Bridge and Iron Works"; also by striking out the name "Chicago Bridge and Iron Company" in the ninth and tenth lines, and in the 34th and 35th lines of the same column of the same page, and substituting in lieu thereof in each case the name "Horace E. Horton."

SECTION 2. That the said ordinance be further amended by striking out the words "Chicago Bridge and Iron Company" from Section 5 of same and inserting in lieu thereof the name "Horace E. Horton"; also to further amend Section 5 by striking out the word "its" in the fourth line of the left hand column on page 2059 and inserting in lieu thereof the words "his heirs, executors or."

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby directed to prepare plans and advertise for proposals for the protection of Lake avenue in front of Westfall's Subdivision in Section 30, Town 38 North, Range 15 East, and to let contracts for the protection of the same, the contractor to wait payment for the work until an appropriation be made therefor by the City Council in 1907.

Which was, by unanimous consent, on motion of Ald. Moynihan, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Moynihan presented the claim of Ricard O'S. Burke, which was

Referred to the Committee on Finance.

NINTH WARD.

Ald. Fick presented order for increase of salary of matrons at police stations, which was

Referred to the Committee on Finance.

TENTH WARD.

Ald. Scully and Hurt presented the following order, which was, on motion duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby instructed to require the Chicago, Burlington and Quincy Railroad Company to construct the subway at Blue Island avenue and South Throop street in such

manner that Throop street will be open for use throughout its entire length, and free from obstruction.

Ald. Scully presented petition of laborers, Water Pipe Extension, for increase of wages, which was

Referred to the Committee on Finance.

ELEVENTH WARD.

Ald. Cullerton presented the claim of Mrs. Mary Henry, which was

Referred to the Committee on Finance.

TWELFTH WARD.

Ald. Zimmer presented the claim of S. P. Brannan, also petition of oilers for increase of salary, which was

Referred to the Committee on Finance.

Ald. Uhlir presented the following order, which was, on motion, duly passed:

WHEREAS, The Board of Commissioners of Parks of West Chicago have caused to be closed and barricaded a number of the public streets of the City of Chicago running into Marshall boulevard, to-wit: West 20th street, West 21st place, West 22d place, West 23d place, West 24th street, Boulevard way and Francisco street, all of which streets always opened into the said Marshall boulevard, which closing up of said streets was caused by the manner of laying out the said Marshall boulevard; and,

WHEREAS, The residents along said boulevard and said streets have held meetings bitterly protesting against the closing of said streets by the said Park Board, which closing of said streets not only depreciates the value of the property thereon, but also endangering the lives and property of the residents thereof, by reason of the hindrance of the fire department in case of fire and danger, preventing the fire department from promptly approaching a property along said closed streets; and,

WHEREAS, The said residents along said streets have protested, that they as a class are poor, that they were not represented when the plans for the building of said Marshall boulevard or the special assessments therefore were made, and that they did not ascertain that said streets were about to be closed until the same was actually done and that all of said owners of real estate are obliged to contribute to the making of said boulevard by special assessments and that insurance rates will be increased by reason of the closing up of said streets on all property in said streets; and,

WHEREAS, Said residents have elected a committee from their midst, who with both of the Aldermen of the Twelfth Ward have appealed to the said Board of Commissioners of Parks of West Chicago; and,

WHEREAS, It appears that it was the sentiment of the said Park Board, that they morally would assist said property owners if such a step were legal and that their Attorney has rendered his opinion on the question of opening said streets who hold that the special assessments for the improvements of said Marshall boulevard would be invalidated by the opening of said streets, and that said Board at the suggestion of said residents and Aldermen of the Twelfth Ward have resolved;

That their Attorney take up the said legal question involved with the Corporation Counsel of the City of Chicago, to ascertain if the opening up of said streets could be done without invalidating the special assessments made for the improvement of said Marshall boulevard, and whether the said Marshall boulevard may be built without the closing up of said streets and paid for by some other means than by special assessment; therefore be it

Ordered, That the Corporation Counsel of the City of Chicago be and he is

hereby instructed to take up the said legal questions and confer with the Attorney for the Board of Commissioners of Parks of West Chicago, with a view of ascertaining whether the opening of said streets could be done without invalidating the said special assessments, and whether or not legally it could be done, and the streets opened at the expense of the Board of Commissioners of Parks of West Chicago, or paid for in any other manner, and whether the Park Board have right to close up public streets of this city without the consent of the city or of the people residing on said streets, and that the Corporation Counsel report to this Body his conclusions in the premises.

THIRTEENTH WARD.

Ald. Riley presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the east nine (9) feet of the twelve (12) foot north and south alley, being the east twelve (12) feet of the west seventeen and seventy-two hundredths (17.72) feet of that part of Lots three (3) and four (4), lying between the south line of Park avenue and the north line of West End avenue, of Curtis and Runyan's Subdivision of the east five (5) acres of that part of the west half (½) of the southwest quarter (¼) of Section eleven (11), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian, lying south of Lake street, being that portion of the said alley shown in red and marked "to be vacated" on the plat hereto attached and made a part hereof, and to which express reference is had; be and the same is hereby vacated and closed; provided, however, that this ordinance shall not become effective until S. H. Wheeler shall have executed and filed a plat in the office of the Recorder of Deeds of Cook County, Illinois, making a valid dedication to the City of Chicago for the use of the public of the east three and twenty-eight hundredths (3.28) feet of Lots one (1) and twelve (12), in Block two (2), of Garfield Park Addition to Chicago, a re-subdivision of Blocks one (1), two (2) and three (3), in Evans' and others Subdivision of Blocks one (1) to four (4), in Osborn's Subdivision of the west five (5) acres of the east ten (10) acres of that part of the east half (½) of the west half (½) of the southwest quarter (¼), south of Lake street, in the said Section eleven (11), and the west five and seventy-two hundredths (5.72) feet of Lots three (3) and four (4), in aforementioned Curtis and Runyan's Subdivision, etc., the portions of said lots so to be dedicated being those portions of said lots shown in yellow and marked "to be dedicated" on the said plat; and provided, further, that said plat shall be so filed within thirty (30) days from the date of the passage of this ordinance, and that said two strips of land herein required to be dedicated be opened for public use within ninety (90) days from the passage of this ordinance.

SECTION 2. This ordinance shall take effect and be in force from and after its passage; provided, that if said two strips of land herein required to be dedicated be not so dedicated within thirty (30) days from the passage of this ordinance and be not opened for public use within ninety (90) days from the passage of this ordinance, then this ordinance shall be null and void and of no effect.

SECTION 3. That all former ordinances pertaining to the vacation of this alley are hereby repealed.

Which was, by unanimous consent, on motion of Ald. Riley, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt,

Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Riley presented orders for paving Spaulding avenue and Mozart street, which were

Referred to the Board of Local Improvements.

Ald. Considine presented the claim of John W. Lyke, which was

Referred to the Committee on Finance.

Ald. Considine presented an order for paving Polk street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for water service pipes in South St. Louis avenue, from Colorado avenue to West Harrison street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for water service pipes in South St. Louis avenue, from Colorado avenue to West Harrison street," passed June 11, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed October 10, 1906, Warrant 34508, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

FOURTEENTH WARD.

Ald. Harkin presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install temporary lights in all subways within the Fourteenth Ward.

FIFTEENTH WARD.

Ald. Beilfuss presented the claim of Geo. Andrin, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt West Division street, from North California avenue to Milwaukee avenue.

By unanimous consent, on motion of Ald. Beilfuss, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell,

Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

SIXTEENTH WARD.

Ald. Schermann presented a communication from Joseph Scholl and others protesting against the passage of an ordinance directing the Commissioner of Health to advertise for bids for the removal of night soil, which was

Referred to the Committee on Finance.

SEVENTEENTH WARD.

Ald. Sitts presented an order for paving (asphalt) Currier street, which was

Referred to the Board of Local Improvements.

EIGHTEENTH WARD.

Ald. Brennan presented the claim of Mercy Hospital, which was

Referred to the Committee on Finance.

NINETEENTH WARD.

Ald. Powers presented petitions of coal passers in pumping stations and Bureau of Sewers and janitors at pumping stations for increase in salary, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On the south side of West Polk street, from South Centre avenue to Lytle street, etc.

By unanimous consent, on motion of Ald. Powers, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

TWENTY-FIRST WARD.

Ald. Foell presented a resolution for the construction of a new viaduct on Dearborn avenue by the C. & N. W. Ry. Co.

Ald. Scully moved to defer consideration thereon till the ordinance for a new passenger depot for the railroad company was taken up.

The motion prevailed.

Ald. Foell presented an order for paving alleys (brick) between Ohio and Ontario streets, running east from Lincoln Park boulevard, and between Erie and Huron streets running east from St. Clair street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of Stone street, from Goethe street to Scott street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance en-

titled "An ordinance for the improvement of Stone street, from Goethe street to Scott street," passed July 2, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31260 of the County Court of said County be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

TWENTY-THIRD WARD.

Ald. Werno presented the following order, which was, on motion, duly passed:

Ordered, That the Chief of the Fire Department be and he is hereby directed to flood vacant lot at northeast corner of Mohawk and Menominee streets, with consent of Board of Education, so that said lot may be used for public skating without charge.

TWENTY-FOURTH WARD.

Ald. Krumholz presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to require The Chicago Telephone Company to repave Fullerton avenue at the corner of Southport avenue, which has been torn up by the said company and not relaid in proper condition.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On both sides of Belden avenue, from North Halsted street to Racine avenue, etc.

By unanimous consent, on motion of Ald. Hahne, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On both sides of Center street, from Osgood street produced, south to Racine avenue, etc.

By unanimous consent, on motion of Ald. Krumholz, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herli-

hy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

TWENTY-FIFTH WARD.

Ald. Dunn presented the following order, which was, on motion, duly passed:

Ordered, That the Corporation Counsel prepare and submit an opinion to this Council as to the rights of the Chicago Union Hospital to conduct a general hospital on Dayton street, located as per plat attached.

TWENTY-SIXTH WARD.

Ald. Lipps, Reinberg, Siewert and Blase presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The subways under the two branches of the Chicago and Northwestern Railway on Irving Park boulevard (near Hermitage avenue on the east and 42d avenue on the west) are veritable barricades to the operation of the new and large style of trolley cars, as is evidenced by the partial wrecking of one of these cars in a recent attempt to run on said street; and,

WHEREAS, The increased and steadily increasing traffic on Irving Park boulevard makes the operation of the new pattern cars an absolute necessity; therefore, be it

Resolved, That the city by its proper officers arrange in the speediest manner possible with the officials of the Chicago and Northwestern Railway for the raising of the bridges over the subways at Irving Park boulevard, on both its Milwaukee and Wisconsin Divisions, so as to give sufficient headroom for the new electric cars, said clear headroom to be not less than fifteen feet under each subway; and be it further

Resolved, That no further depression of the street be had by either the city or the company at these points.

Ald. Lipps and Reinberg presented an order for the through-routing of street cars on Western avenue, from 71st street to Berwyn avenue, which was

Referred to the Committee on Local Transportation.

Ald. Reinberg presented an order for opening of North Claremont and Oakley avenues, which was

Referred to the Board of Local Improvements.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in W. Barry avenue to 100 feet east of N. Francisco avenue to supply water for St. Francis Xavier's School, southeast corner W. Barry and N. Francisco avenues.

Ald. Siewert presented the claim of Stanley Mrozkowski, which was

Referred to the Committee on Finance.

Ald. Siewert presented an order for a sewer in Spaulding avenue, which was

Referred to the Board of Local Improvements.

TWENTY-EIGHTH WARD.

Ald. Larson presented orders for paving Coblenz street and Rockwell street, which was

Referred to the Board of Local Improvements.

Ald. Herlihy presented an order for the payment of public benefit under Warrant No. 11279, and for refund of overcharge for engineering and inspection, which was

Referred to the Committee on Finance.

Ald. Herlihy presented an order for a double-track street railway on Di-

versey avenue, from Western avenue to North 40th avenue; and an order for a double-track street railway on Southport avenue, from Webster avenue to Clybourn place, and on Clybourn place from Elston avenue to North Ashland avenue, which were

Referred to the Committee on Local Transportation.

THIRTIETH WARD.

Ald. Burns presented the claim of Julius Aagaards, which was

Referred to the Committee on Finance.

Ald. Bradley presented the claim of John Dawson, which was

Referred to the Committee on Finance.

THIRTY-FIRST WARD.

Ald. O'Connell presented the following order, which was, on motion, duly passed:

WHEREAS, The special assessment paper issued in payment of work done under special assessment proceedings in the City of Chicago is discounted from 5 to 20 per cent; and

WHEREAS, This extra burden is borne entirely by the individual property owner assessed; and

WHEREAS, Certain cities in the United States provide a fund out of which contractors for like improvement can be paid in cash, such fund being reimbursed by the special assessment as collected; therefore be it

Ordered, That three members of the Special Assessment Committee be appointed by the Mayor, together with the President and Secretary of the Board of Local Improvemnts, to visit such cities as have adopted a like or similar plan with a view of reporting back their recommendations to this Council the changes necessary to carry into effect this system.

Ald. O'Connell presented the following ordinance, which was referred to the Committee on Finance:

WHEREAS, There is constant and widespread complaint of the inequality of the salaries paid in the various departments of the City Government; and

WHEREAS, The proper adjustment and equalization of the salaries of said employees requires much time and technical knowledge; therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Committee on Finance be and they are hereby authorized and directed to employ a competent expert or experts whose duty it shall be to classify the work of the employees in the various departments and recommend to the Finance Committee a fair and equitable scale of wages for such classified service; the scale of wages to be based upon the duties and responsibilities of the different positions and corresponding as nearly as practicable to the scale of wages paid for like services by institutions other than municipalities.

Ald. O'Connell presented the claim of Chas. D. Grace, which was

Referred to the Committee on Finance.

Ald. Roberts presented the following order, which was, on motion, duly passed:

Ordered, That the Chief of Police be and he is hereby directed to station a police officer at 63rd street and Leavitt street to see that the Panhandle R. R. Co. does not keep said streets blocked.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a supplemental assessment for water service pipes in West 69th street between South Ashland avenue and South Western avenue.

By unanimous consent, on motion of

Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented the following resolution, which was, on motion, duly adopted:

WHEREAS, By act of the Legislature of the State of Illinois, on Nov. 10, 1831, the County of Cook acquired title from the Commissioners of the Illinois and Michigan Canal to Block 39, Original Town of Chicago whereon are now situated the Cook County Court House and the City Hall of the City of Chicago; and

WHEREAS, By act of the Legislature approved February 4, 1851, the County of Cook is forever debarred from divesting itself of the title to said Block 39, or any part thereof, unless for the purpose of erecting County buildings thereon; and

WHEREAS, By a contract entered into on August 19, 1872, by and between the County of Cook and the City of Chicago, the County of Cook, for a consideration of fifty thousand ($50,000) dollars and other valuable consideration, did grant to the City of Chicago the irrevocable right of occupancy "henceforth and forever" of the west half of the said Block 39 by the City of Chicago, providing same shall be occupied by the city only for the purposes of a city hall; said right of perpetual occupancy by the city having been upheld by decision of the Supreme Court of Illinois on May 11, 1897; and

WHEREAS, The Corporation Counsel of the City of Chicago has rendered a verbal opinion to the Sub-Committee of the Committee on City Hall and Public Buildings setting forth that the City of Chicago should not and could not, of itself, erect a new city hall on the present City Hall site, nor enter into agreement with others to erect thereon such building for the uses of the city, unless and until the City of Chicago shall first have acquired absolute title to the said west half of Block 39; therefore

Resolved, That the Corporation Counsel be and is hereby requested to submit to this City Council, as early as January, 1907, a written opinion, setting forth therein the legal obstacles, if such exist, which stand in the way of the City of Chicago's proceeding to erect a new city hall building upon the present site of the city hall of Chicago, without this city's first acquiring absolute title to the said site, providing funds for the erection of such building may be secured by revenue from increased taxation, by appropriation of this City Council, or by bond issue, should the latter be authorized by the Illinois Legislature.

Ald. Fisher presented the following order, which was ordered published and referred to the Committee on Finance:

Ordered, That the Commissioner of Public Works be and he is hereby directed to construct the West extension of the Southwest Water Tunnel from the junction of West 75th street and State street westward in West 75th street to Western avenue, instead of westward from State street in West 73rd street and southward in Western avenue to West 75th street; and to so change and amend the plans and specifications for the construction of the said tunnel

and so modify existing contracts for the construction work, as to make it possible to comply with this order.

Ald. Fisher presented the claim of the Southwest Improvement Association, which was

Referred to the Committee on Finance.

Ald. Badenoch presented the following order, which was, on motion, duly passed:

Ordered, That the City Clerk be and he is hereby authorized and directed to return to the signers thereof a petition protesting against the proposed passage of the "wide tire ordinance," which petition was presented by Ald. Badenoch and placed on file by the City Council on December 3, 1906.

Ald. Badenoch presented the claim of Wm. Teehan, which was

Referred to the Committee on Finance.

Ald. Badenoch presented an order for condemnation of parts of Blocks 38, 39, 40, Jones' Sub., which was

Referred to the Board of Local Improvements.

THIRTY-THIRD WARD.

Ald. Hunt presented an order for widening of Cottage Grove avenue from 75th to 79th streets, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and macadamizing 115th street from a line parallel with and 80 feet west of the easterly line of Pullman avenue to Stephenson avenue.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Kohout presented an ordinance amending an ordinance of Sept. 29, 1902, for the elevation of the tracks of the I. C. R. R. Co., the South Chicago Railroad Company, and others, which was

Referred to the Committee on Track Elevation.

Ald. Kohout presented an ordinance of December 10, 1906, for the elevation of certain of the tracks of the Chicago Terminal Transfer Railroad Company, which was

Referred to the Committee on Track Elevation.

Ald. Kohout presented a petition from stationary firemen at the pumping stations for an increase in salary, which was

Referred to the Committee on Finance.

Ald. Kohout presented an order for paving South Lawndale avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: South side of West Kinzie street from North 46th avenue to North 48th avenue, etc.

By unanimous consent, on motion of Ald. Nolan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented an order for extending to the city limits the street railway lines on Twelfth street, Madison street, Lake street and Chicago avenue, which was

Referred to the Committee on Local Transportation.

Ald. Race presented an order for a cement sidewalk on 48th avenue, which was

Referred to the Board of Local Improvements.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of sundry persons for 90 per cent refunds of special assessments paid for water pipes, deferred and published December 10, 1906, page 2276.

Ald. Bennett moved to amend the ordinance accompanying the report by adding thereto the following:

"SECTION 2. This ordinance shall be in force and effect from and after its passage."

The motion prevailed.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers to the following named persons in the amounts set opposite their names, same being refund due under the special assessment warrants for laying water pipes, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment and duplicate special assessment receipts, because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund, upon identification and proper power of attorney from claimant:

WARRANT.

20630	Mary H. Wilder	$ 44.64
16970	J. E. Scanlon	18.45
16971	W. W. Vanarsdale	36.00
17290	Joseph Sears	31.05

19127	J. R. Frisbie	9.25
20364	Eugene Hildebrand	15.75
20423	Anton Carlson	33.75
20434	H. D. Nye and C. M. Smith	35.84
20434	C. M. Smith	5.12
20434	B. Philpot & Co	25.19
21245	Kinney & Standish	21.40
21982	Richard Thumberg	12.93
24885	George B. Cruickshank	30.19
25079	Chicago City Railway Co.	265.52
25080	G. B. Cruickshank	26.93
25082	George B. Cruickshank	28.14
25089	W. H. Cullimore	31.36
20468	N. G. Carpenter	4.92
21136	N. G. Carpenter	17.07
21446	Mary A. Patrick	90.00
20630	W. W. Evans	44.64
18470	George D. Burley	22.50
23148	Mary R. Humphrey, Executrix	34.28
20360	Rose Treulich	22.50
21809	W. E. Haxtun	63.52
30022	N. B. Nielson	16.63
22749	W. A. G. Shaefer	29.32
18776	Pickering & Williams	11.25

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of William M. Pindell, Attorney, for refunds on special assessments for laying water pipes, deferred and published December 10, 1906, page 2276.

Ald. Bennett moved to amend the ordinance accompanying the report by adding thereto the following:

"SECTION 2. This ordinance shall be in force and effect from and after its passage."

The motion prevailed.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate special assessment receipts, and the Comptroller is directed to pay the same from the Water Fund, upon identification and proper power of attorney from claimant.

WARRANT.

19994	H. Felsenthal	$ 3.38
20468	George G. Newbury, W. C. Scott	16.59
20662	Estate of A. S. Bradley	11.25
20662	Estate of A. S. Bradley	21.82
20734	W. C. Scott	89.32
21681	George G. Newbury & Co.	103.08
16967	H. M. Johnson	36.45
16976	F. M. Jacob	28.64
18067	J. E. Kramer	33.75
18248	William Koier	11.25
18344	Daniel Schults	41.00
18344	S. E. Gross	9.84
18344	Anton Wolf	10.25

18344	John F. Bobzin	10.25
18344	E. T. Cushion	24.60
18735	C. Schotte	45.00
18746	Charles Slanec	19.35
19365	E. C. Malmberg	11.02
19442	William Johnston	96.30
19472	P. O. Stenson & Co	315.00
20003	Charles Brandenberg	5.50
20205	John Cenack	10.80
20205	Elizabeth Richards	22.50
20205	J. Dusek	22.50
20277	Joseph H. Fitch	5.56
20355	Mary Krendon	13.75
20355	Mary Kruden	27.50
20355	Mary Krendon	2.20
20355	Mary Krendon	27.50
20358	J. J. Rigney, Agent	2.50
20368	N. P. Peterson	6.37
20735	Emma C. Burt	4.16
20434	S. C. Nessler	25.19
20468	Emily Thomas	5.01
20468	R. C. Timberlake	5.12
20469	H. H. Brinton	1.52
20541	Tony Schram	6.12
20563	Thomas Weston	8.64
20613	Lyman & Jackson	31.53
20662	M. T. Bradley	32.85
20668	F. B. Krencek	19.36
20727	J. M. Hoffman	11.64
21136	Annie Harlicka	11.38
21206	J. Gruaz	10.74
21234	John Trawinski	6.26
21234	Konrad Ricker	6.25
21234	Frank Paddock	6.26
21879	H. R. Johnson	19.60
22075	Rose Kargan	15.08
22477	A. J. Schlesinger	23.17
22590	S. A. Nelson	29.05
23053	W. Cole, Jr.	9.31
23497	Mrs. Caroline Eliason	55.30
24451	Sophia Schroeder	9.21
24464	P. G. Gardner	13.98
24635	F. Lodendorf	23.90
24635	Wm. A. Tuttle	23.90
24635	Tillie Wiederman	23.90
24636	Cecelia Roboni	9.08
24795	S. Leppel	15.16
24891	Mrs. E. Rankin	19.54
24891	H. W. Harbaugh	19.54
24891	Ida Buehler	18.76
24892	J. H. Chamberlain	49.77
24892	C. A. Lewis	17.28
25008	J. H. Chamberlain	11.85
25082	Max Werner	13.20
25089	Hulda M. Kling	15.96
30024	C. L. Young	26.97
30022	J. Hillenhenrich	33.26
30661	A. Olson	48.20
17981	James Donohue, Secretary	33.30

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on an order authorizing the Comptroller to pay certain bills incurred in preliminary work of municipal courts, deferred and published December 10, 1906, page 2277.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to pay from appropriation heretofore made covering the expense of preliminary work in establishing municipal courts, the following bills attached hereto:

Barnard & Miller	$ 15.00
Barnard & Miller	1.00
Barnard & Miller	4.28
Barnard & Miller	40.00

Barnard & Miller	15.00
Barnard & Miller	100.00
Barnard & Miller	428.00
Barnard & Miller	40.00
Benson Landon	50.00
Benjamin C. Bachrach	250.00
William C. Lawson	100.00
Hiram T. Gilbert	500.00
George W. Holmes	12.00
Hiram T. Gilbert	2,500.00
S. L. Page	10.00
Annabel T. Farmer	180.00
George H. Lambert	22.00
Allen Boyer	18.00
William J. Snyder	150.00

The Clerk, on motion of **Ald. Bennett,** presented the report of the Committee on Finance, on sundry **requests of City** Departments, for transfers **in appropriations,** deferred and published December 10, 1906, page 2278.

Ald. Bennett moved to amend the order accompanying the report by adding thereto the following:

And be it further Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer the following items in the appropriation for the Department of Electricity electric lighting system, year 1906:

From account "36 J, carbons" to account "36 Z, Plant No. 4, other operation," the sum of $ 600.00

From account "36 J, carbons," to account "36 AA, plant No. 6, repairs and renewals, steam plant," the sum of..... 1,572.00

From account "36 GG, Plant No. 8, repairs, and renewals, electric plant," to account "36 FF, Plant No. 8, repairs and renewals, steam plant," the sum of..... 500.00

From account "36 V, Plant No. 4, repairs and renewals, steam plant" to account "36 FF, Plant No. 8, repairs and renewals, steam plant," the sum of 500.00

From account "36 W, Plant No. 4, repairs and renewals, electric plant," to account "36 LL, R. A. Waller plant, repairs and renewals, electric plant," the sum of..... 500.00

And be it further Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from appropriation for the Department of Electricty, year 1906, account "36 Y, Plant No. 4, coal," to appropriation for the Department of Public Works, year 1906, account "10 C, City Hall Operation," the sum of $11,700.00."

Ald. Bennett moved to pass the order as amended.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in appropriations, in accordance with the requests of the heads of departments attached hereto.

Fire Department: From Fund C. C. "Live Stock Keep" to Fund K "Repairs to Buildings" $10,000.00

From Fund B. B. 1 to an item for the purchase of medicine for horses of the Fire Department 200.00

Police Department: From Fund 18 H. H. "Miscellaneous" to Fund 22 B "Dog Pound" 1,000.00

Inspection of steam boilers and steam plants: From Fund 28 A to Fund 28 B..... 1,000.00

Department Public Works: From Rental of Ward Yards AA 1 to City Employees Transportation, Bureau of Streets 950.00

And be it further Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer the following items in the appropriation for the Department of Electricity electric lighting system, year 1906:

From account "36 J, carbons" to account "36 Z, Plant No. 4,

other operation," the sum of.$ 600.00

From account "36 J, carbons," to account "36 AA, plant No. 6, repairs and renewals, steam plant," the sum of..... 1,572.00

From account "36 GG, Plant No. 8, repairs and renewals, electric plant," to account "36 FF, Plant No. 8, repairs and renewals, steam plant," the sum of..... 500.00

From account "36 V, Plant No. 4, repairs and renewals, steam plant" to account "36 FF, Plant No. 8, repairs and renewals, steam plant," the sum of 500.00

From account "36 W. Plant No. 4, repairs and renewals, electric plant," to account "36 LL, R. A. Waller plant, repairs and renewals, electric plant," the sum of..... 500.00

And be it further Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from appropriation for the Department of Electricty, year 1906, account "36 Y, Plant No. 4, coal," to appropriation for the Department of Public Works, year 1906, account "10 C, City Hall Operation," the sum of $11,700.00.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the requests of the Commissioner of Health for authority to incur extras under contract, for cement floors in night soil reduction plant, deferred and published December 10, 1906, page 2278.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Health be and he is hereby authorized and directed to provide by agreement with McDonnell & Brennan, contractors for the construction of additional night soil plants, for the use of concrete work for floor pits and the building of high board fence around each of the new plants, and for the changing of power from steam to gasoline, said additional cement work to cost not to exceed Nineteen Hundred Fifty Dollars ($1,950.00) for each plant, and the fence not to exceed Four Hundred Twenty Dollars ($420.00) for each plant, including painting.

This action is taken in accordance with the request of the Commissioner of Health, dated November 30th, 1906, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the request of the Commissioner of Public Works and Superintendent of Streets for transfer in appropriations, deferred and published December 10, 1906, page 2279.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell,

Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to transfer from appropriation for Section H, Intercepting Sewer, $12,000.00, and from appropriation for Section I, Intercepting Sewer, $5,000.00, to the credit of appropriation for Operation of the Carter H. Harrison, Sr., Pumping Station, and be it further

Ordered, That the City Comptroller permit an additional expenditure under appropriation for restoration of streets, account 34 A A 6, in an amount not to exceed $35,000.00, provided said amounts do not exceed the receipts of this division of the Bureau of Streets.

This action is taken in accordance with the recommendation of the Commissioner of Public Works, and the Superintendent of Bureau of Streets, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of the Cable Company for refund of meter deposit, deferred and published December 10, 1906, page 2279.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of the Cable Company in the sum of Twenty-five Dollars ($25.00), same to be refund of amount deposited for meter, special deposit receipt No. 1523, and the Comptroller is ordered to pay the same from the water fund.

This action is taken in accordance with the opinion of the Corporation Counsel attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of William H. Dalrymple, Joseph C. McDonald and John C. Hendricks for wages during illness, deferred and published December 10, 1906, page 2279.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized to issue a voucher to William H. Dalrymple for twenty-five and one-half

days' time, amounting to eighty-three and sixty one-hundredths dollars ($83.60), deducted on account of absence from duty caused by illness; also to issue voucher to Joseph C. McDonald in the sum of seventy-seven and forty-two one-hundredths dollars ($77.42), being wages deducted on account of absence from duty owing to illness; also to issue voucher in favor of John C. Hendricks in the sum of thirty-one and forty-one one-hundredths dollars ($31.41), for wages deducted on account of absence from duty on account of illness, and the Comptroller is ordered to pay the same from appropriation for salaries in the Board of Local Improvements.

This action is taken in acordance with the several recommendations of the Board of Local Improvements attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a bill of John F. Higgins for extras on printing contract, deferred and published December 10, 1906, page 2280.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to allow a bill of one hundred forty-two dollars ($142.00) of John F. Higgins, being extras on contract for printing, as per report of the City Auditor attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of Tim Hogan, P. J. O'Hare and Teresa O'Leary, for refund on saloon licenses, deferred and published December 10, 1906, page 2280.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby directed to refund to Tim Hogan the sum of forty and seventy-six one-hundredths dollars ($40.76), being his equity for non-use in dramshop license No. 5284, on account of the City tearing down building; and to refund to P. J. O'Hare three hundred ninety-six and seventy-four one-hundredths dollars ($396.74), being for unused portions of saloon licenses issued for saloon at No. 6307 South Halsted street; and to refund to Teresa O'Leary two hundred fifty-two and seventy-two one hundredths dollars ($252.72), being equity for unused portion of saloon license No. 160 for 947 East Seventy-first street,

and pay the same from miscellaneous receipts.

This action is taken in accordance with the several reports of the City Collector attached hereto.

The Clerk, on motion of Ald. Benneet, presented the report of the Committee on Finance, on the claims of Andrew F. Hughes, and W. J. Berry, for wages, deferred and published December 10, 1906, page 2280.

Ald. Bennett moved to concur in the report and pass the order therewith relating to the claim of Andrew F. Hughes.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Building Commissioner be and he is hereby authorized to issue a voucher, in accordance with his recommendation of December 4th, 1906, attached hereto, in favor of Andrew F. Hughes, in the sum of four hundred twenty-one and ninety-six one hundredths dollars ($421.96), being salary for months of April, May, June and July as Deputy Building Commissioner, and the Comptroller is ordered to pay the same from appropriation for salaries in the Building Department.

Ald. Bennett moved to amend the order accompanying the report allowing the claim of W. J. Berry, by striking therefrom the words and figures, "seventy-seven dollars ($77.00)," and by inserting in lieu thereof the words and figures "sixty-seven and twenty-two one-hundredths dollars ($67.22)."

The motion prevailed.

Ald. Bennett moved to pass the order as amended.

The motion prevailed, and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Sealer be and he is hereby authorized to issue a voucher, in accordance with his recommendation of November 26th, 1906, in favor of William J. Berry, in the sum of sixty-seven and twenty-two one-hundredths dollars ($67.22), being wages deducted on account of absence from duty because of illness, and the Comptroller is ordered to pay the same from the appropriation for salaries in the City Sealer's office.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Michael Loftus, for wages during illness, deferred and published December 10, 1906, page 2281.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race,—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the General Superintendent of Police, in accordance with his recommendation attached, be and he is hereby authorized and directed to issue a voucher in favor of Michael Loftus in the sum of seventy-two and twenty-two one-hundredths dollars ($72.22), being wages deducted on account of absence from duty because of illness during the month of April, 1906, and the Comptroller is ordered to pay the same from the appropriation for the Police Department.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of John Lueth, for refund of deposit, deferred and published December 10, 1906, page 2281.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to refund to John Lueth, 2396 Belmont avenue, the amount deposited by him to secure the return of one hydrant key, said key having been returned as per receipt attached hereto, but the original deposit receipt having been lost, said voucher not to be issued until a bond has been given to save the city harmless in the event of the presentation of said original receipt.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of James Moran, for wages during separation from service, deferred and published December 10, 1906, page 2281.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Fire Marshal be and he is hereby authorized to issue a voucher in favor of James Moran in the sum of six hundred forty-five and fifty-four one-hundredths dollars ($645.54), being for wages April 25th, 1906, to November 22d, 1906, period of separation from service, and the Comptroller is ordered to pay the same from appropriation for Fire Department Salaries.

This action is taken in accordance with the report and recommendation of the Fire Marshal, dated November 25th, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of Thomas Piechnik, Joe Rybaiczyk and John Kaezale,

for wages for overtime, deferred and published December 10, 1906, page 2282.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same being over-time due them according to the report of the Commissioner of Public Works attached hereto, and the Comptroller is ordered to pay the same from the Water Pipe Extension appropriation:

Thomas Piechnik	$4.50
Joe Rybaiczyk	2.25
John Kaezale	2.25

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Francis Salter, for track elevation damages, deferred and published December 10, 1906, page 2282.

Ald. Bennett presented an order allowing judgment to be taken in the sum of two thousand dollars ($2,000.00), and moved that it be substituted for the order recommended by the committee.

The motion to substitute prevailed.

Ald. Bennett moved to pass the substitute order.

The motion prevailed, and the substitute order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to allow judgment to be taken against the city in the Circuit Court, Gen- Salter in the sum of two thousand dollars ($2,000.00), in settlement of suit against the city inthe Circuit Court, General No. 201525, being for compensation for damages to property at Sixty-fifth street and Wentworth avenue, caused by the elevation of tracks at that point.

This action is taken in accordance with the opinion of the Corporation Counsel attached hereto.

The Clerk, on motion of Ald. Werno, presented the report of the Committee on Local Transportation, on an ordinance amending Section 1970 of the Revised Code of 1905, requiring street cars to stop at bridges, grade crossings, etc., deferred and published December 10, 1906, page 2283.

Ald. Werno moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moy-

nihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 1970 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1970 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"1970. To Stop at Bridges, Grade Crossings, etc.) Every conductor, gripman, motorman, or other person having charge of any street car in operation upon any street railroad in this city, shall, when such car is approaching a grade crossing of any steam railroad, or when approaching a swing, draw or bascule bridge in use as such, bring such street car to a full stop at a point one hundred feet from such crossing or bridge, and shall then cause such street car to approach such crossing or bridge at a rate of speed not exceeding two miles per hour. Provided, however, that if at any such point one hundred feet from such crossing or bridge the tracks of any such street railroad are laid at an incline which departs more than five per cent from the horizontal plane, the point at which such full stop shall be made shall be at the point, more than one hundred feet from such crossing or bridge, where such incline begins. Every such person having charge of any such street car shall also, when approaching any cross street occupied by street railway tracks which intersect with those on which such street car is being operated, bring such car to a full stop before arriving at and within ten feet of the nearest intersection line of such cross street."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Werno, presented the report of the Committee on Local Transportation, on an ordinance granting permission to the Chicago Consolidated Traction Company to lay down construct, etc., an additional street railway track on South 40th avenue, from Madison street to West Taylor street, deferred and published December 10, 1906, page 2283.

Ald. Werno moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

WHEREAS, On February 18, 1895, the City Council of the City of Chicago passed an ordinance granting to the Ogden Street Railway Company the right and privilege to lay down, construct, main-

tain and operate for a period of twenty years from the date of the passage thereof, a single or double track street railway on certain streets therein named, including South 40th avenue, otherwise known as Crawford avenue, from the north line of West Madison street to the center line of West 31st street, which said right and privilege will expire on February 18, 1915; and

WHEREAS, Said company has constructed a single track in said South 40th avenue, from West Madison street, to West Taylor street and a double track from West Taylor street to Ogden avenue and a double track from West 26th street to West 31st street; and

WHEREAS, The time limit in said ordinance fixed for the construction of said railway has expired and no further work can be done under said ordinance by reason of the expiration of the time limit therein contained; and

WHEREAS, By reason of the incomplete condition of the street car tracks in said South 40th avenue, the street car service in said street is inadequate and there is not sufficient accommodation for that portion of the population of the city residing contiguous to said street; and

WHEREAS, Such accommodation will be greatly increased if a complete double track shall be constructed and operated in said South 40th avenue between West Madison street and West 31st street, with proper connections with all intersecting lines; and

WHEREAS, Said Ogden Street Railway Company has assigned to the Chicago Consolidated Traction Company all its rights under said ordinance of February 18, 1895; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That, subject to all the terms, conditions and limitations hereinafter expressed, permission and authority are hereby given and granted to the Chicago Consolidated Traction Company, its successors and assigns, to lay down, construct, maintain and operate an additional street railway track in South 40th avenue, from the north line of West Madison street to the center line of West Taylor street, and parallel to the single track now in said South 40th avenue between said points, and to move the present single track in said South 40th avenue between said points, so that the said tracks shall occupy the center sixteen feet of said South 40th avenue between the points aforesaid; to lay down, construct, maintain and operate a double track street railway in said South 40th avenue, between the center line of Ogden avenue and the center line of West 26th street, such tracks to be connected with the tracks already laid in said South 40th avenue and extending from the north into Ogden avenue and from the south into said West 26th street; to connect said line, when completed, in said South 40th avenue, by proper curves, with the intersecting lines located in West 12th street, Ogden avenue and West 26th street; and to erect all poles and string all wires necessary to operate the said street railway tracks, when completed, by electricity applied by means of the overhead contact trolley system.

SECTION 2. In the construction of the street railway tracks hereby authorized, the rails to be laid shall consist of modern, grooved, steel rails, of the weight and pattern provided for by the Revised Municipal Code of 1905 of the City of Chicago and the amendments thereto, which shall be supported upon and carried in a concrete road-bed of sufficient strength to sustain the surface load. The rails shall be properly welded or bonded, so that the conductivity of the joints shall be equal to the conductivity of the rail. All overhead construction shall be of the most modern type. The overhead contact trolley wires, together with the feeder wires, shall be suspended from poles set in concrete within the curb lines, so as to obstruct the public use of the streets and sidewalks as little as

possible. Said poles shall be of iron or steel, ornamental in design and kept well painted.

Said electric trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, and the said poles and supports shall be placed at an average of one hundred and fifteen (115) feet apart, except that at the intersection of streets, avenues or alleys, or the crossings of railroad tracks, when said distance would place the said poles or supports on intersecting streets, avenues or alleys or railroad rights-of-way, said poles shall be placed at some convenient distance from such crossings, less than one hundred and fifteen (115) feet apart.

All trolley wires shall be of hard-drawn copper, phosphor bronze, silicon bronze or some other material of strength equal to hard-drawn copper. There shall be at least two insulations between all trolley wires and each supporting pole.

All materials used in said electric overhead construction shall be of the most modern type, and capable of sustaining all weights and strains that may come upon it; including those due to wind, sleet and ordinary accidents.

All wires and conductors for the transmission of electricity in and along any of said railways shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the public use of said streets, alleys or sidewalks, and all electric work of every kind and character shall comply strictly with the ordinances of the City of Chicago now or hereafter in force, applicable thereto.

All electrical work shall be installed, operated and maintained under the supervision and subject to the approval of the City Electrician of said city.

All work of construction and repair of every kind and character, other than electric work, authorized by this ordinance shall be done and maintained under the supervision and subject to the approval of the Commissioner of Public Works of said city.

Both the character and design of the trolley poles hereby authorized to be erected shall be subject to the approval of the Mayor of the said City of Chicago. They shall have, at or near the top of the pole, an arm or bracket of suitable design for carrying electric street lights, and the City of Chicago shall at all times during the maintenance of said poles have the right, without charge to it, to equip the same with its electric wires and lamps for street lighting, said equipment to be at the expense of said city and under the supervision of the City Electrician, and to be done and maintained at all times in such a manner as not to interfere with the use of said poles for the operation of said railways, in consideration whereof the City of Chicago shall indemnify and save harmless the said company from all damages, judgments and costs which the said company may suffer by the said use of said poles by the said city.

Section 3. It is hereby made an express provision of this ordinance that the grantee herein, its successors and assigns, shall pave the center sixteen (16) feet in width, in said 40th avenue, from West Madison street to West 31st street (being the sixteen (16) feet to be occupied by the tracks of the said grantee) with granite paving blocks having a uniform grain and texture, without lamination or stratification and free from an excess of mica or feldspar. Such blocks shall measure from three and one-half (3½) to five and one-half (5½) inches in width, and from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints) and not less than five (5) inches in depth. They shall be dressed so as to have substantially plane surfaces, so that when in place the points at the ends and sides shall average one quarter (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to

a polish under traffic shall not be used. They shall be laid in such manner as may be prescribed by the said Commissioner of Public Works, and the said pavement shall be kept in good order and condition, clean and free from snow and ice, and shall be sprinkled during the period from May 1st to September 30th of each year, so as to be free from dust; all at the expense of the said grantee herein, or its successors and assigns.

SECTION 4. The consent, permission and authority granted by this ordinance are so granted upon the express condition that the said Company shall, within fifteen days after the acceptance of this ordinance, weather permitting, lay down and operate a temporary single track in said South 40th avenue, from the north line of West Madison street to the center line of West Taylor street, on the West side of South 40th avenue and parallel to the single track now in said South 40th avenue, between said points, and equip and operate the same sufficiently to accommodate the traffic on said street between said points, from the acceptance of this ordinance to the 1st day of August, A. D. 1907, said temporary tracks and equipment to be of such character and in such location as may be approved by the Commissioner of Public Works and the City Electrician of said city; and upon the further condition that the said company shall, on or before the 1st day of August, A. D. 1907, remove said temporary tracks and construct, equip and operate the tracks authorized and described in the preceding sections of this ordinance, and under the several provisons and requirements thereof. In the event of any failure to comply with the provisions of this section, all of the rights, privileges and authority granted by this ordinance to the said company shall be forfeited and shall wholly cease and determine.

SECTION 5. The permission and authority hereby granted shall wholly cease and determine on the 18th day of February, A. D. 1915, and thereupon all and every or any right whatever of the said Chicago Consolidated Traction Company, or its successors, lessees or assigns, or any or either of them, to construct, maintain or operate any of the said street railway tracks authorized by this ordinance shall wholly cease and determine. Provided, however, that in the event that the City of Chicago, or any person, persons or corporation authorized thereto by the City of Chicago shall (either before or after the said 18th day of February, 1915) seek to acquire by purchase or condemnation the street railway tracks and appurtenances of the said company authorized to be constructed, maintained and operated in the said streets in said city by this ordinance, the value of the said street railway tracks and appurtenances shall be fixed and determined for the purpose of such purchase without including in such value any sum or allowance as the value of the earning power of such property or the then unexpired portion of the franchise or right to occupy the said streets granted by this ordinance. But such valuation for the purpose of any such purchase shall be fixed wholly upon the then cost to reproduce the physical property then constituting the said street railway tracks and appurtenances less the then existing depreciation of the said physical property.

SECTION 6. This ordinance shall take effect from and after the filing with the City Clerk of said city of a written acceptance hereof, duly executed by the Chicago Consolidated Traction Company and the Chicago Union Traction Company (said last named company being in possession of and now operating said lines) and by the receivers of the said Chicago Union Traction Company, provided that if the said acceptance is not filed within ten (10) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on

Judiciary, on an ordinance regulating bill boards, deferred and published December 10, 1906, page 2286.

Ald. Dever moved to defer consideration thereon and to make the report and ordinance a special order of business for the next regular meeting of the Council at 8:30 o'clock P. M.

The motion prevailed.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License, on an ordinance licensing and regulating hotels, deferred and published November 26, 1906, page 2083.

Ald. Pringle presented the following amendment to the ordinance under consideration:

Amend by striking out Section 8, and substituting therefor the following:

Any person violating any provision of this ordinance shall be fined in a sum not less than ten dollars nor more than two hundred dollars for such offense; if any person, having been once convicted of violating any provision of this ordinance, shall again be convicted of violating any provision thereof, and if such person has a license, the Mayor may in his discretion revoke his license, and no license shall thereafter be issued to such person until the expiration of two years from and after the date of the judgment of such second conviction.

Ald. Snow moved to defer consideration on the ordinance and amendment, and that the amendment and the opinion of the Assistant Corporation Counsel accompanying the report be published.

The motion prevailed.

The following is the opinion:

OFFICE OF THE CORPORATION COUNSEL,
November 19, 1906.

Hon. Winfield P. Dunn, Chairman, Committee on License.

DEAR SIR—In your communication of the 12th inst. you requested an opinion of the Corporation Counsel as to the legality of an ordinance licensing hotels. In your letter you say, "If there is a reasonable chance for the ordinance being upheld, if tested in court, we want to pass it."

Section 1 of the proposed ordinance which you enclose defines a hotel, for the purpose of the ordinance, as "any inn," etc., or a "place which provides lodging for hire, either with or without board, for the transient accommodation of the public."

Section 2 requires that a license be obtained to conduct a hotel.

Section 3 provides that licenses for the keeping of a hotel shall be granted by the Mayor and specifies the prerequisites for obtaining a license.

Section 4 points out how and for what periods hotel licenses shall be issued and fixes the amount of the license fee at $15.00.

Section 5 requires that all hotels licensed under the ordinance shall keep a register, which shall at all times be open to the inspection of the Mayor or members of the Police Department. This section is very similar to Section 17 of an Act entitled: "An Act to amend an Act entitled, 'An Act to create and establish a Board of Health in the State of Illinois,' approved May 28, 1877, in force July 1, 1877, by adding thereto four new sections to be numbered fifteen (15), sixteen (16), seventeen (17), and eighteen (18)," approved and in force April 21, 1899. (Hurd's Revised Statutes, 1905, page 1882, chap. 126a).

Before discussing the remaining sections of the ordinance, the power of the city to adopt an ordinance licensing hotels may be properly discussed. Section one of Article V. of the Cities and Villages Act gives to the City Council, among others powers, the following:

"Fourth—To fix the amount, terms and manner of issuing and revoking licenses . . . .

Forty-first—To license, tax, regulate,

suppress and prohibit hawkers . . . keepers of ordinaries . . . and to revoke such licenses at pleasure . . .

Forty-fifth—To suppress bawdy and disorderly houses, houses of ill-fame or assignation, within the limits of the city and within three miles of the outer boundaries of the city. . . .

Sixty-sixth—To regulate the police of the city or village and pass and enforce all necessary police ordinances . . . .

Ninety-sixth—To pass all ordinances, rules and make all regulations proper or necessary to carry into effect the powers granted to cities and villages, with such fines or penalties as the City Council or board of trustees shall deem proper. . . ."

I find no other powers granted the City Council which may be said to even remotely bear upon the question of the right of the city to adopt the proposed ordinance. There is then no express power granted to the City of Chicago by the General Assembly to regulate or license hotels, inns, lodging houses, boarding houses or places of a like character. Few cases can be found defining the meaning of the word "ordinary" or "keepers of ordinaries." Apparently an ordinary means an eating house or dining room where meals are served at settled prices to all. I do not believe the word referred to can be said to include lodging houses or hotels generally. There is probably no doubt that the State itself could adopt legislation of the kind suggested by your committee. Our Supreme Court has said that where the public welfare demands legislation prescribing regulations and restrictions to prevent evils which have become manifest in the carrying on of a private business, such legislation may require the procuring of a license to carry on such business, the payment of a license fee and the execution of a bond as a prerequisite to the issuance of a license.

Price vs. People, 193 Ill. 114; Gundling vs. City of Chicago, 176 Ill. 340.

It is a matter of grave doubt whether a municipality possesses equally broad powers in such cases.

Having pointed out then that in my opinion the right of the city to pass this ordinance is doubtful, I desire to say that it is my conclusion that there is a very fair chance, despite this doubt, that the courts will uphold the proposed ordinance. I will indicate as briefly as possible the reasons for this conclusion. I think the courts can and would take judicial notice of the fact, and therefore it may be conceded, that abuses have arisen and will arise in the carrying on of the hotel business and that most or many disorderly houses or houses of assignation conduct their operations under the guise of hotels, lodging houses or boarding houses. This being so, the city may under such general police powers as it possesses, and particularly under the powers above specified, license (as a means of regulation) all hotels and like places as an incidental means of suppressing assignation houses and disorderly houses, especially in view of the power granted to the city to suppress "disorderly houses, houses of ill-fame or assignation, within the limits of the city," etc. Concluding then as I have said that there is a very fair chance to sustain an ordinance licensing and regulating hotels, for the reasons stated, it becomes necessary to examine the remaining sections of the proposed ordinance and see whether they are calculated to suppress the evils before referred to and whether these provisions are reasonable.

Section 6 prohibits the sale or disposal of intoxicating liquors in hotels except in accordance with the provisions of a Dram Shop license. This is no doubt a valid and necessary provision.

Section 7 forbids any person keeping a hotel to permit the same to become the resort of disreputable persons or to knowingly permit it to be used or occu-

pied by persons for immoral purposes. This section I believe is valid, tends to accomplish the result aimed at by the framers of the ordinance and places no undue hardship upon hotel keepers.

Section 8 provides for a fine for the violation of any of the provisions of the ordinance and for the revocation of the hotel license upon the conviction of a second violation, if the Mayor sees fit. There is also a prohibition in this section against the issuance of a new license after such revocation until the expiration of two years after the date of the second conviction. The power of the City Council to pass the rest of the ordinance being assumed, this section is also valid.

Section 9 is apparently designed to provide that the ordinance shall not be construed so as to include boarding houses or similar places, where board and lodging are furnished for a week or for a longer period. The section it seems to me is ambiguous and the last word in the second line, "alone," should be stricken out. Inasmuch as the ordinance is penal it will be strictly construed, and I am uncertain from a reading of it, with this rule of construction in mind whether the courts would hold that the ordinance did not apply to any boarding house or not. Did not your committee intend the section to read somewhat as follows?

> This ordinance shall not be so construed as to include any boarding house, or any other place where board and lodging are furnished exclusively by the week or for a longer period.

I have made no attempt to redraw Section 6 of the ordinance, as if your committee shares my views on that section, it will probably have some suggestions to make.

I return herewith the draft of the ordinance submitted.

Very truly yours,

MACLAY HOYNE,

Assistant Corporation Counsel.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance vacating certain alleys in Bayley's Subdivision, between Forty-ninth and Fiftieth streets and Cottage Grove and Evans avenues (vacated), deferred and published December 10, 1906, page 2300.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

For the vacation of a certain alley.

WHEREAS, The St. Francis Xavier Female Academy of Chicago, Illinois, a corporation organized and existing under the laws of said State, is the owner of Lots six (6), seven (7), eight (8), nine (9) and ten (10), in Elisha Bayley's Subdivision of the east half of the southeast quarter of the northeast quarter of the northeast quarter, and the east half of the northeast quarter of the southeast quarter of the northeast quarter of Section ten (10), Township thirty-eight (38) North, Range fourteen (14), East of the Third Principal Meridian; and,

WHEREAS, There is an alley sixteen

(16) feet in width, extending north and south through said Lots eight (8) and nine (9), midway between Cottage Grove avenue and what was formerly known as Evans avenue, which said alley does not connect at any point with any other highway; and,

WHEREAS, Said Academy is desirous of using said lots as a single piece of property free from the incumbrance of said alley; now, therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all of the sixteen (16) foot alley extending north and south through Lots eight (8) and nine (9), in Elisha Bayley's Subdivision of the east half of the southeast quarter of the northeast quarter of the northeast quarter and the east half of the northeast quarter of the southeast quarter of the northeast quarter of Section ten (10), Township thirty-eight (38) North, Range fourteen (14), East of the Third Principal Meridian, be and the same is hereby vacated and discontinued; the alley so vacated being marked "vacated" upon the plat hereto attached and made a part hereof.

SECTION 2. The vacation herein provided for is made upon the express condition that, and shall not be effective unless, the said St. Francis Xavier Female Academy of Chicago, Illinois, shall, within thirty (30) days after the passage of this ordinance, file in the office of the Recorder of Deeds of Cook County, Illinois, a certified copy of this ordinance, together with the plat hereto attached; and upon the further condition that the City of Chicago shall always retain and have the right to maintain and operate any and all sewers, water pipes and conduits now existing in said alley; and upon the further condition that if said alley is ever used for anything other than religious and educational purposes, this ordinance shall not be operative.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to the Ford & Johnson Company, to maintain a vault, deferred and published December 10, 1906, page 2301.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to The Ford & Johnson Company to construct, maintain and operate a vault in the alley immediately in the rear of the west wall of their premises, 1546, 1548 and 1550 Indiana avenue, which said vault shall be of the following dimensions:

Eighty-five feet six (85 ft. 6 in.) inches long in a north and south line in said alley, along the line of the west wall of the building of The Ford & Johnson Co., seven feet two (7 ft. 2 in.) inches wide, commencing at the exterior of the west wall of said building, and of a depth or height not to exceed five feet eight (5 ft. 8 in.) inches from the bottom

of said vault to the highest point in the roof thereof.

Said vault to be recovered with eight (8) inch eye beams three and one-half (3½) feet apart, filled with concrete, and the said vault shall be constructed in a substantial and workmanlike manner, under the supervision and to the satisfaction of the Commissioner of Public Works, and said vault shall be used exclusively by the grantee herein, its successors and assigns for the storage of coal and finishing materials, such as paints, oils and varnishes.

SECTION 2. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto, at the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or otherwise, said grantee, its successors or assigns, shall remove the said vault and restore the said alley above said vault to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever, to the City of Chicago, so that the portion of said alley where said vault shall have been located, shall be put in the same condition, safe for public travel, as the other parts of said alley in the same block. Said grantee shall do no permanent injury to said alley or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber more of said alley than shall be necessary to enable it to proceed with advantage in constructing the said vault. Should said vault interfere with or obstruct, in any manner, the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove said vault, or change the location thereof, as directed by the Commissioner of Public Works, at its own or their own expense, and without any expense whatsoever to the City of Chicago.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage, or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which may accrue against, be charged to, or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason, or on account of any act or thing done under or by virtue of the permission herein granted, and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted, shall thereupon cease.

SECTION 4. During the life of this ordinance, said grantee, its successors and assigns, shall at all times keep the alley under which said vault shall be located in a condition satisfactory to the Commissioner of Public Works and safe for public travel; and the permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall comply with all general ordinances of the City of Chicago, now or hereafter in force, pertaining to and regulating the use of space underneath the streets and highways of the City of Chicago, and also all general ordinances in relation to the maintenance of vaults, and said grantee, its successors and assigns shall maintain said vault at all times, in a manner sat-

isfactory to the Commissioner of Public Works.

SECTION 5. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of ten ($10.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void, if said grantee or its assigns shall fail promptly to pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in full force from and after its passage and approval, provided, that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for, within thirty days of the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to William Hirschfeld to maintain a switch track, deferred and published December 10, 1906, page 2302.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing William Hirschfeld to construct, maintain and operate a single railroad switch track across certain streets and alleys alongside of the right of way of the Baltimore and Ohio Railroad Company.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to William Hirschfeld to construct, maintain and operate a single railroad switch track, beginning at a point on the right of way of the Baltimore and Ohio Railroad Company northwest of the alley between Avenue N and Avenue M, south of 98th street, and extending alongside of said right of way, south of 98th street, diagonally across the public alley between Avenue N and Avenue M across Avenue M and across the public alley between Avenue M and Avenue L, as shown by the red line on the plat hereto attached, which is hereby made a part of this ordinance. The location of said switch track and the construction and maintenance of same shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTON 2. The permission and authority hereby granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this or-

dinance the grantee herein shall keep such portions of said alleys and said street as are occupied by said switch track in good condition and repair, and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges hereby granted, by expiration of time or otherwise, said grantee shall remove said switch track and all appurtenances thereto, and shall forthwith restore the portions of said alleys and said street occupied by said switch track to a condition, safe for public travel, similar to the remaining portions of said alleys and said street in their respective blocks, to the satisfaction and approval of the Commissioner of Public Works.

Section 4. The construction, maintenance and operation of the said switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks.

Section 5. Before doing any work under the authority herein granted the said grantee shall obtain a permit for same from the Commissioner of Public Works, and such permit shall not issue until the grantee herein shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor; conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance; and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given; and conditioned further to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

Section 6. In consideration of the privileges herein granted the said grantee shall pay to the City of Chicago the sum of one hundred twenty ($120.00) dollars per annum during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or his heirs, executors or assigns, shall fail to promptly pay any installment of said compensation.

Section 7. It is further made an express provision of this ordinance, in consideration of the privileges herein granted, that the said grantee shall open up and dedicate to the public for use as a public alley, within thirty (30) days from the date of the passage hereof, sufficient ground in the rear of Lots twenty-six (26) and twenty-seven (27), of Block six (6), in the northwest quarter of Section eight (8), Township thirty-seven (37) North, Range fifteen (15), East of the Third Principal Meridian, in Cook County, not less than six hundred (600) square feet, to serve as a turning point in the alley between Avenue M and Avenue L, south of 98th street, as indicated on the plat hereto attached, and shall improve the same to the satisfaction and approval of the Commissioner of Public Works.

Section 8. This ordinance shall take effect and be in force from and after its

passage and approval; provided that within thirty (30) days from the date of its passage the said grantee shall file his written acceptance of same, and the bond hereinbefore provided for, and shall also within said thirty (30) days file a plat in the office of the Recorder of Deeds of Cook County, showing the dedication hereinbefore provided for.

The Clerk on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to the International Harvester Company, to maintain a switch track, deferred and published December 10, 1906, page 2304.

Ald. Snow presented the following amendment to the ordinance under consideration:

Amend the above original ordinance as follows: By inserting after the word "thereafter" in the seventh line of Section 3 the following clause: "It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said International Harvester Company, its successors or assigns, fail to promptly pay any installment of said compensation."

Ald. Snow moved to adopt the amendment.

The moton prevailed.

Ald. Bihl moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted to the International Harvester Company to build, maintain and operate a standard gauge railroad track, crossing Kerfoot avenue and Eighty-third street, beginning at a point in the east line of the right of way of the Chicago, Rock Island and Pacific Railroad, ninety-eight (98) feet southwest of the southwest corner of Lot one (1), in Birkhoff's Addition to Auburn Park, in the City of Chicago, County of Cook and State of Illinois; thence by a curve one hundred and sixty-nine (169) feet across and over said Kerfoot avenue and Eighty-third street in said city in a northeasterly direction to a point in the north line of said Eighty-third street one hundred and ten (110) feet east of said southwest corner of said Lot one (1), into the yards of the Weber Works of the International Harvester Company; the whole of the aforesaid standard gauge railroad track on and across said Kerfoot avenue and Eighty-third street is to be used for switching and traffic purposes out of and into said yards, and is located as shown on the blue print attached hereto and made a part of this ordinance.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from the date of the passage of this ordinance or at any time prior thereto upon revocation of the said permission and authority by the Mayor, who may revoke the same at his discretion; whereupon this ordinance shall become null and void and the or-

dinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

SECTION 3. In consideration of the privileges herein granted said International Harvester Company shall pay the City of Chicago the sum of one hundred nine dollars and fifty cents ($109.50) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said International Harvester Company, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of said streets as are occupied by said track in good condition and repair to the satisfaction and approval of the Commissioner of Public Works. At the termination of rights and privileges herein granted by expiration of time or otherwise, said grantee shall remove said track, and all appurtenances thereto, and shall forthwith restore said streets occupied by said tracks to a condition safe and suitable for public travel, similar to the remaining portion of the said streets contiguous thereto.

SECTION 5. The operation and maintenance of the said track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of $10,000.00 with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city from or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, and upon the filing of an acceptance in writing of said ordinance by said grantee and the filing of the bond herein provided for.

The Clerk on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Ed. V. Price & Co. to string an electric wire, deferred and published December 10, 1906, page 2305.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt,

Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting authority to Ed. V. Price & Company to string an electrical wire across the public alley running north and south between Franklin and Market streets, north of Van Buren street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Ed. V. Price & Company, a corporation, to construct and maintain an overhead electrical wire across the public alley running north and south between Franklin street and Market street north of Van Buren street from the sixth floor of the building known as No. 266 Franklin street to the sixth floor of the building known as No. 237 Market street, as indicated on the plat hereto attached which is hereby made a part of this ordinance. Said wire shall be used exclusively by the said grantee for the purpose of transmitting light and power by electricity, and shall be constructed and operated in such a manner as not to interfere with travel in said alley, and the construction and maintenance of same shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. The operation and maintenance of the electrical wire herein provided for shall be subject to all general ordinances of the city of Chicago now in force, or which may hereafter be in force relating to electricity and the use of electrical wires.

SECTION 4. Said grantee shall not construct said wire until it shall have secured a permit from the Commissioner of Public Works and said permit shall not be granted until the said grantee shall make application in writing for same, and shall comply with the terms and conditions of this ordinance. Should said wire at any time during the life of this ordinance interfere with or obstruct in any manner, the construction of any municipal work hereafter to be constructed, the grantee shall remove said wire or change the location thereof as directed by the Commissioner of Public Works, at its own expense, and without any expense whatsoever to the city of Chicago; and said grantee at the termination of the privileges herein granted by lapse of time or otherwise, shall remove said wire at its own expense.

SECTION 5. No permit shall issue under the authority of this ordinance until the grantee herein shall execute to the city of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor conditioned to indemnify, save and keep harmless said city of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein granted; and conditioned further, to observe and perform all and singular the conditions

and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance; and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. The grantee herein, its successors and assigns shall pay as compensation for the privileges herein granted the sum of ten ($10.00) dollars per annum, during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges hereby granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinbefore provided for, within thirty days from the passage hereof.

SPECIAL ORDER.

The Clerk on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance granting to the Chicago and Northwestern Railway Company, its successors and assigns, permission to construct, maintain and operate a railway passenger station between West Lake, Canal, West Madison and Clinton streets, and permission also to construct, maintain and operate certain new elevated tracks in the ordinance described, deferred and published December 3, 1906, page 2176, and deferred December 10, 1906, page 2340.

Ald. Sitts moved to adopt the amendment to the ordinance under consideration presented by him December 10, 1906, and published on page 2340, Council Proceedings.

The motion prevailed.

The following is the amendment as adopted:

Amend Section 18 by adding thereto the following: "It is hereby made an express provision of this ordinance that if any public improvement is hereafter made, the cost of which is to be paid by special assessment or special taxation, the property heretofore or hereafter acquired by said Chicago and North-Western Railway Company for its right of way on the lines prescribed by this ordinance shall be subject to such special assessment or special taxation the same as if said property had not been acquired by said company."

Ald. Harris moved to lay on the table the amendment presented by Ald. Dever and published December 10, 1906, page 2340.

The motion prevailed.

Ald. Harris moved to adopt the amendment presented by Ald. Brennan, and published December 10, 1906, page 2340.

Ald. Sitts moved to amend the amendment by striking out the last sentence thereof, and by inserting in lieu thereof the following: "The said Chicago and Northwestern Railway Company shall light and pave all subways provided for by this ordinance, and shall clean and pave those portions of Washington, Lake and Randolph streets covered by its depot building."

The motion prevailed.

Ald. Harris moved to adopt the amendment as amended.

The motion prevailed.

The following is the amendment as adopted:

For addition at end of Section 3: "The width of West Washington street, between Canal street and Clinton street, shall be increased by the addi-

tion of a strip twenty feet wide on each side of the street as heretofore established, and all necessary condemnation and other proceedings in the name or on the part of the City of Chicago to the end of so widening West Washington street are hereby authorized and directed. The sidewalks and roadway in West Washington street, as widened by this ordinance, between Canal street and Clinton street, shall be conveniently rearranged under the supervision of the Commissioner of Public Works. All the expense of widening West Washington street, as by this ordinance required, including all sums paid by the city in acquisition of the property requisite therefor and all sums expended in re-arranging, sidewalking, curbing, paving and otherwise improving the street between Canal and Clinton streets shall be borne by the Chicago and Northwestern Railway Company, its successors and assigns, and paid by them to the city. In case, however, the authority to widen West Washington street, as herein provided, be found to be vested in the Board of West Chicago Park Commissioners, all the provisions of this ordinance, except those concerning the widening of West Washington street, shall remain in full force and effect and have the same validity as if this second paragraph of Section 3 were not in the ordinance; in case said Chicago and Nortwestern Railway Company, its successors or assigns, comply with whatever requirements said Board of West Chicago Park Commissioners may make within six (6) months from the passage and approval of this ordinance in reference to widening West Washington street. The said Chicago and Northwestern Railway Company shall light and pave all subways provided for by this ordinance, and shall clean and pave those portions of Washington, Lake and Randolph streets covered by its depot building."

Ald. Harris moved to adopt the amendment presented by Ald. Finn and published December 10, 1906, page 2341.

The motion prevailed.

The following is the amendment as adopted:

Amend by striking out all of Section 16.

Ald. Dever presented an amendment to the ordinance under consideration, to be known as Section 16, and moved that it be adopted.

The motion prevailed.

The following is the amendment as adopted:

"Section 16. Said Chicago and Northwestern Railway shall give and grant suitable switch track connections from the southernmost of the tracks constructed under authority of Section 1, Paragraph 3, of this ordinance to manufacturing, industrial or commercial establishments located between that track and the now existing tracks of said Chicago and Northwestern Railway Company along Kinzie street, and between the proposed new right of way and the present right of way of the said Chicago and Northwestern Railway Company, known as the Wisconsin Division. Said switch track connections shall be given as aforesaid only upon the passage of a proper ordinance therefor by the City Council and upon such reasonable terms as the City Council may require."

Ald. Bennett presented an amendment to Section 2 of the ordinance, and moved that it be adopted.

The motion prevailed.

The following is the amendment as adopted:

Amend Section 2 of the ordinance by adding at the end thereof the following new paragraph:

"In case said Chicago and Northwestern Railway Company, its suc-

cessors or assigns, shall fail to construct the new depot as is required by this ordinance, and the City of Chicago, in that event shall re-establish any or all of the alleys hereby vacated, then said Chicago and North-Western Railway Company, its successors or assigns shall pay to the City of Chicago for the benefit of the owners of property who may be put to any expense, by special assessment, for the re-establishment of such alley or alleys the full amount of such expense; and said Chicago and Northwestern Railway Company shall file with the City Clerk, within sixty (60) days after the passage of this ordinance, a proper agreement on its part to secure such payment."

Ald. Foreman presented two amendments to Section 1 of the ordinance, and moved that they be adopted.

The motion prevailed.

The following are the amendments as adopted:

Amend Section 1, page 2176, by striking out of the ninth line the word "exterior."

Amend Section 1, page 2177, by adding after the word "station," in line four, the words "as herein authorized and provided."

Ald. Dever moved to amend the ordinance under consideration as follows:

Amend the ordinance by adding to Paragraph 1 of Section 6, appearing on page 2181 of Council Proceedings of December 3, 1906, the following:

"A passenger station shall also be constructed and maintained by the grantee herein at or near West Chicago avenue where the same crosses the tracks authorized in Section 1, Paragraph 2, hereof, at which station all local and suburban passenger trains running on the tracks so authorized and making intermediate stops at any other station within the city limits shall stop for the purpose of taking on and letting off passengers.

Also amend said ordinance by adding to Paragraph 2 of Section 6, appearing on page 2181 of Council Proceedings of December 3, 1906, the following:

"A passenger station shall also be constructed and maintained by the grantee herein at or near North Centre avenue where the same crosses the tracks authorized in Section 1, Paragraph 3 hereof, at which station all local and suburban passenger trains running on the tracks so authorized, and making intermediate stops at any other station within the city limits shall stop for the purpose of taking on and letting off passengers."

Ald. Harris moved to lay on the table Ald. Dever's motion to amend.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Dixon, Pringle, Dailey, Martin, McCormick, Young, Bennett, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Maypole, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Fisher, Badenoch, Kohout, Nolan, Race—51.

Nays — Foreman, Richert, McCoid, Snow, Derpa, Harkin, Smith, Beilfuss, Sitts, Dever, Werno, Jacobs, O'Connell, Roberts, Hunt, Bihl—16.

Ald. Dever moved to amend the ordinance as follows:

Amend Section 5 by striking out therefrom the words "and in the center line of each roadway"—"and in the center line of roadways"—"and in center line of roadway" wherever they occur.

Ald. Harris moved to lay on the table Ald. Dever's motion to amend.

The motion to lay on the table prevailed.

Ald. Bennett presented an amendment

to Section 18 of the ordinance and moved that it be adopted.

The motion prevailed.

The following is the amendment as adopted:

Amend the ordinance by striking therefrom all of Section 18, as published, page 2190, and by inserting in lieu thereof the following:

"Section 18. The grants made and privileges conferred under this ordinance may be revoked and forfeited by the City of Chicago unless the work of constructing said railway passenger station authorized in Section 1, Paragraph 1, and tracks of sufficient number and character to afford a serviceable connection with the existing tracks of said Chicago and North-Western Railway Company is begun within two years from the passage and approval of this ordinance, and unless said work is completed, so as to bring such passenger station into actual use in connection with the railway of said company, as early as January first, 1912, except that the time during which commencement or completion of said passenger station and necessary connecting tracks shall be prevented by strike, riot or legal proceedings, or by delayed elevation of the tracks of the elevated railway in Lake street to such height as may be required for construction of the railway tracks authorized by this ordinance, shall be added to the times hereby limited."

Ald. Brennan moved to amend the ordinance as published by striking out the figures and words "64.8 feet wide" from the seventh line from the top of the left hand column of page 2183, and from the tenth line from the top of the left hand column of page 2186, and by inserting in lieu of the words and figures stricken out in each case the words, "width to be maintained as at present."

The motion prevailed.

Ald. Harris moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Sitts, Dever, Brennan—3.

The following is the ordinance as passed:

AN ORDINANCE

Granting to the Chicago & North-Western Railway Company, its successors and assigns, the right to construct, maintain and operate a railway passenger station between West Lake, Canal, West Madison and Clinton Streets and the right also to construct, maintain and operate certain new elevated tracks in the ordinance described.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. Paragraph 1. Permission and authority are hereby granted to the Chicago & North-Western Railway Company, its successors and assigns, to construct, maintain and operate a railway passenger station located as may be found by said Railway Company, or its successors or assigns, proper and convenient within the boundaries of West Lake street, Canal street, West Madison street and Clinton street; including all tracks, buildings and structures of every kind essential or convenient

ient for such station as herein authorized and provided. Said tracks, buildings and other structures shall be constructed and maintained in accordance with such particular requirements as are hereinafter set forth.

Paragraph 2. Permission and authority are hereby granted also to said Chicago & North-Western Railway Company, its successors and assigns, to construct, maintain and operate adjoining railway tracks, not more than four in number, upon the following lines or routes:—Said tracks shall start from a point in the existing right of way of the said company between North May street and Elston avenue, or from a starting point farther northerly in said existing right of way, from which such tracks may be constructed at a suitable grade upon the existing subway bridges of said company without reduction, either in height or width, of the clear passageway now afforded in the streets so bridged. In case such tracks are started northerly of a point about 30 feet west of the west line of North May street, their alignment to that point shall lie within the existing right of way of said company. From said point about 30 feet west of the west line of North May street the alignment of the western-most of said tracks shall be as follows:—Southeasterly in a straight line for a distance of about 500 feet to a point near the west line of North Carpenter street near its intersection with Cornell street; thence southeasterly by a curve to the right for a distance of about 865 feet to a point about 120 feet west of the west line of Lessing street; thence southeasterly in a straight line for a distance of about 2,640 feet to a point about on the south line of Grand avenue and about 80 feet east of the east line of North Union street; thence southeasterly by a curved line to the left for a distance of about 600 feet to a point in Austin avenue about midway between North Des Plaines street and North Jefferson street; thence southeasterly in a straight line for a distance of about 250 feet to a point near the east line of North Jefferson street; thence southeasterly by a curve to the right for a distance of about 970 feet to a point in or near the south line of Carroll avenue, between North Clinton and Canal streets. The alignment of the other three tracks authorized in this paragraph shall be substantially parallel to that of the westernmost track, just described; except that the easternmost of such other three tracks, when constructed, shall terminate at a point north of West Kinzie street, and may there be connected, if it is so desired, with any of the other tracks authorized in this paragraph.

Paragraph 3. Permission and authority are hereby granted also to said Chicago & North-Western Railway Company, its successors and assigns, to construct, maintain and operate adjoining railway tracks, not more than four in number, upon the following lines or routes:—Said tracks shall start from a point in the existing right of way of said company between North Ada street and North Ashland avenue, or from a point in the existing right of way of said company westerly of North Ashland avenue, from which such tracks may be constructed at a suitable grade upon the existing subway bridges of said company without reduction, either in height or width, of the clear passageway now afforded in the streets so bridged. In case such tracks are started westerly of a point about 800 feet east of the east line of North Ashland avenue, their alignment to that point shall lie within the existing right of way of said company. From said point about 800 feet east of the east line of North Ashland avenue the alignment of the northernmost of said tracks shall be as follows:—Northeasterly by a curved line to the left for a distance of about 700 feet to a point about 75 feet north of the north line of Kinzie street about midway between North Ada street and Noble street; thence northeasterly in a straight line

for a distance of about 290 feet to a point about 56 feet east of the east line of North Ada street and about 175 feet north of Kinzie street; thence easterly by a curved line to the right for a distance of about 700 feet to a point about 165 feet west of the west line of North Center avenue, near and south of the south line of Austin avenue; thence easterly in a straight line substantially parallel with the south line of Austin avenue for a distance of about 3,908 feet to a point about 135 feet east of the east line of North Des Plaines street; thence southeasterly by a convenient curve to the right for a distance of about 260 feet to near the east line of North Jefferson street; thence on a line substantially parallel with the alignment of the westernmost of the tracks described in the last preceding paragraph for a distance of about 965 feet to a point in or near the south line of Carroll avenue, between North Clinton and Canal streets. The alignment of the other three tracks authorized in this paragraph shall be substantially parallel to that of the northernmost track, just described; except that the southernmost of such other three tracks, when constructed, shall terminate at a point short of the last crossing of West Kinzie street by the other tracks, and may there be connected, if it is so desired, with any of the other tracks authorized in this paragraph.

Paragraph 4. Permission and authority are hereby granted also to the Chicago & North-Western Railway Company, its successors and assigns, to extend the six tracks described in Paragraphs 2 and 3, which run to Carroll avenue, from their above indicated termination to and into said railway passenger station, above authorized, and to construct, maintain and operate also other railway tracks leading into said passenger station on suitable and convenient lines from points of connection with said first mentioned tracks south of Carroll avenue, and to construct, maintain and operate also convenient connecting or cross-over tracks between the tracks south of Carroll avenue which are authorized in this paragraph; except that the number of tracks other than the suitable and intermediate cross-over or connecting tracks shall not exceed six over Fulton street and Milwaukee avenue, or ten over West Lake street, or eighteen over West Randolph street or West Washington street.

Paragraph 5. The grades of the tracks authorized in Paragraph 2 shall be substantially as follows:—Beginning on the existing elevated roadbed of said Chicago & North-Western Railway Company, the tracks shall ascend from their starting point by convenient and practical grade to the west line of Lessing street, where an elevation of not less than 34 feet above city datum shall be attained; thence the grade shall be approximately level for a distance of about 196 feet to about the south line of West Chicago avenue; thence there shall be a descending grade of about one-tenth of one per cent for a distance of about 1,125 feet, to an elevation of not less than 33 feet above city datum; thence the grade shall be about level for a distance of about 79 feet; thence there shall be an ascending grade of about eight one-hundredths of one per cent for a distance of about 1,655 feet to about the north line of Austin avenue, where the elevation of said tracks shall be not less than 34 feet above city datum; thence the grade shall be level for a distance of about 315 feet to about the east line of North Jefferson street; thence there shall be a descending grade of about eleven one-hundredths of one per cent for a distance of about 970 feet to a point in or near the south line of Carroll avenue, where there shall be an elevation of not less than 33 feet above city datum. The grade of the fourth, or easternmost, track authorized in Paragraph 2 and required not to extend beyond West Kinzie street may be modified so far as may be necessary to effect a connection of said track with its adjoining tracks.

Paragraph 6. The grade of the tracks authorized in Paragraph 3 shall be substantially as follows:—Beginning on the existing elevated roadbed of the Chicago & North-Western Railway Company, the tracks shall be constructed on a convenient and practical grade to about the east line of Noble street, where an elevation of not less than 31 feet above city datum shall be attained; thence the grade shall be approximately level for a distance of about 1,570 feet; thence there shall be an ascending grade of about four-tenths of one per cent for a distance of about 1,440 feet to about the west line of North Sangamon street, where the elevation shall be not less than 37 feet above city datum; thence the grade shall be approximately level for a distance of about 1,603 feet to a point about 33 feet east of the east line of Milwaukee avenue, where the elevation shall be not less than 37 feet above city datum; thence there shall be a descending grade at the rate of about forty-one one-hundredths of one per cent for a distance of about 705 feet to the east line of North Jefferson street, where the elevation shall be not less than 34 feet above city datum; thence the grade of said tracks shall be substantially the same to about the south line of Carroll avenue, as prescribed in the last paragraph for the adjacent tracks. The grade of the fourth, or southernmost, track authorized in Paragraph 3 and required not to extend beyond West Kinzie street may be modified so far as may be necessary to effect a connection of said track with its adjoining tracks.

Paragraph 7. The grade of the tracks authorized in Paragraph 4 shall be substantially as follows: Beginning at about the south line of Carroll avenue at an elevation of not less than 33 feet above city datum, thence there shall be a descending grade of about 11-100 of 1 per cent for a distance of about 147 feet, where the elevation shall be not less than 33 feet above city datum; thence there shall be a descending grade of about 5-10 of 1 per cent for a distance of about 623 feet to about the north line of West Lake street, where the elevation shall be not less than 29 feet above city datum; thence the grade shall be approximately level for a distance of about 80 feet to about the south line of West Lake street; thence there shall be an ascending grade of about 93-100 of 1 per cent for a distance of about 378 feet to about the north line of West Randolph street, where the elevation shall be not less than 33 feet above city datum; thence there shall be an ascending grade of about 13-100 of 1 per cent for a distance of about 463 feet to about the north line of West Washington street, where the elevation shall be not less than 34 feet above city datum; thence the grade shall be level for a distance of about 474 feet to or near the north line of West Madison street.

Paragraph 8. All elevations of railroad tracks required in this ordinance shall refer to the top of the rail.

Section 2. (1) That all alleys in Blocks twenty-eight (28), forty-five (45) and fifty (50) in the Original Town of Chicago, or in any subdivisions of said blocks or any parts thereof, or in any portion of plats covering parts of said blocks, and all alleys in that portion of Block twenty-three (23) in Original Town of Chicago which lies south of Milwaukee avenue, or in any subdivision of that portion of said block, or in any parts thereof, or in any portions of plats covering the said portion of said Block twenty-three (23), as shown on the blue print attached hereto, which for greater certainty is made a part of this ordinance, be and the same are hereby vacated, inasmuch as said alleys are no longer required for public purposes and the public interest will be subserved by their vacation.

(2) Any water mains, conduits, sewers or other structures now located in said vacated alleys shall be removed

from their present location and re-located by the Chicago & North-Western Railway Company at its own expense in position suitable therefor and approved by the Commissioner of Public Works in the streets adjoining the blocks containing such vacated alleys.

(3) The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance the said Chicago & North-Western Railway Company, who may derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of one hundred fifty-seven thousand two hundred seventy-two and 40-100 dollars ($157,272.40), and further that the said Chicago & North-Western Railway Company shall also within thirty (30) days after the passage of this ordinance file for record in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing said vacation. In case said Chicago & North-Western Railway Company, its successors or assigns, shall fail to construct the new depot as is required by this ordinance, and the City of Chicago in that event shall re-establish any or all of the alleys hereby vacated, then said Chicago & North-Western Railway Company, its successors or assigns shall pay to the City of Chicago for the benefit of the owners of property who may be put to any expense, by special assessment, for the re-establishment of such alley or alleys the full amount of such expense; and said Chicago & North-Western Railway Company shall file with the City Clerk, within sixty (60) days after the passage of this ordinance, a proper agreement on its part to secure such payment.

SECTION 3. Not only the tracks hereinbefore authorized and permitted, but the station building, train shed, and other suitable station structures of said Chicago & North-Western Railway Company, its successors or assigns, may be constructed, maintained and operated over bridges or subways hereinafter provided for and required in West Washington street and West Randolph street, for the full length of said streets between Canal street and Clinton street. The width of West Washington street, between Canal street and Clinton street, shall be increased by the addition of a strip twenty feet wide on each side of the street as heretofore established, and all necessary condemnation and other proceedings in the name or on the part of the City of Chicago to the end of so widening West Washington street are hereby authorized and directed. The sidewalks and roadway in West Washington street, as widened by this ordinance, between Canal street and Clinton street, shall be conveniently re-arranged under the supervision of the Commissioner of Public Works. All the expense of widening West Washington street, as by this ordinance required, including all sums paid by the city in acquisition of the property requisite therefor and all sums expended in re-arranging, sidewalking, curbing, paving and otherwise improving the street between Canal and Clinton streets shall be borne by the Chicago & North-Western Railway Company, its successors and assigns, and paid by them to the city. In case, however, the authority to widen West Washington street, as herein provided, be found to be vested in the Board of West Chicago Park Commissioners, all the provisions of this ordinance, except those concerning the widening of West Washington street, shall remain in full force and effect and have the same validity as if this second paragraph of Section 3 were not in the ordinance, in case said Chicago & North-Western Railway Company, its successors or assigns, comply with whatever requirements said Board of West Chicago Park Commissioners may make within six (6) months from the passage and approval of this ordinance in reference to widening West Washington street. The said Chicago & North-Western Railway Company shal

light and pave all subways provided for by this ordinance, and shall clean and pave those portions of Washington, Lake and Randolph streets covered by its depot building.

SECTION 4. The elevated tracks permitted by this ordinance may be constructed, except in the streets and alleys where by the other provisions of this ordinance they are required to be upon specifically described structures, either upon suitable metal viaducts, masonry structures or embankments, as may be found desirable in different places. Where an embankment is used, it may be composed of earth, sand, gravel, cinders, slag, broken stone, or other suitable material, whether obtained in the course of excavation of subways or from foundation pits and trenches along the line of work or otherwise. The side slopes and lateral dimensions of such embankment shall be fixed by the natural angle of repose of the materials of which it is constructed; but the embankment may be retained, where that is desired, on any side by a wall of stone, concrete or brick masonry; provided that whenever any such retaining walls are of insufficient height properly to protect the right of way and to prevent trespassing thereon, then such retaining walls shall be surmounted with a suitable fence or railing, and whenever retaining walls are not used the right of way shall be fenced in or otherwise properly enclosed, in compliance with the present ordinances of the City of Chicago relating to fencing of railroad tracks.

Wherever a retaining wall or masonry construction is used for supporting an embankment or track, its footings or foundation courses may be constructed not more than four feet within the limits, and under the surface, of any street or alley adjoining the right of way.

SECTION 5. The elevated tracks and station structures permitted by this ordinance shall be carried across all intersecting streets, avenues and alleys, which by the terms of this ordinance are required to be bridged or provided with subways, on suitable bridges of one, two, three or four spans, whose superstructures shall consist of iron or steel girders, with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structures upon the street or alley underneath. The said bridges shall be supported upon abutments of concrete, stone or brick masonry or on rows of iron or steel columns, braced together laterally and erected on and anchored to masonry foundations, constructed within the limits of the railroad's right of way and in the center and curb lines of the intersecting avenues and streets, as provided in the Schedule of Bridges and Subways, herein contained; provided that the footings and foundation courses of such abutments or of the masonry foundations for columns at the sides of streets or alleys may be constructed not more than six (6) feet within the limits, and under the surface, of the adjoining street or alley; and provided, farther, that, in order not to interfere with the existing tunnel approach in West Washington street, the bridge over that street may have five spans and may be supported by rows of columns placed immediately inside the curb lines of the street and also along the side lines of the tunnel approach; and provided, farther, that, if it shall be found necessary anywhere to construct retaining or side walls in connection with any street or alley approaches to bridges or subways, then such walls may be constructed within the limits of the street, alley or way upon which such approach is situated, and the abutments or side walls of the bridge or subway itself, reached by such approach, may be correspondingly advanced into the street, so as to be in a continuous straight line with the approach wall; and in any such case the other details and di-

mensions of the bridge or subway in the Schedule of Bridges and Subways hereafter, may be changed as far as necessary to accord with the location of the retaining or side walls or abutments as aforesaid.

SECTION 6. Paragraph 1. Subways or bridges shall be constructed to carry the tracks authorized in Section 1, Paragraph 2, where said tracks cross North Carpenter street, Front street, North Sangamon street, Lessing street, West Chicago avenue, West Superior street, Pratt street, North Green street, Phillips street, West Erie street, North Halsted street, West Ohio street, North Union street, Grand avenue, North Des Plaines street, Austin avenue, North Jefferson street, West Kinzie street and Carroll avenue.

Paragraph 2. Subways or bridges shall be constructed to carry the tracks authorized in Section 1, Paragraph 3, where said tracks cross West Kinzie street, Noble street, North Ada street, North Elizabeth street, North Center avenue, North May street, North Curtis street, North Carpenter street, North Morgan street, North Sangamon street, North Peoria street, North Green street, North Halsted street, North Union street, Milwaukee avenue, North Des Plaines street, North Jefferson street, West Kinzie street, Clinton street and Carroll avenue.

Paragraph 3. Subways or bridges shall be constructed to carry the tracks authorized in Section 1, Paragraph 4, where said tracks cross Fulton street, Milwaukee avenue, West Lake street, West Randolph street and West Washington street.

Paragraph 4. The several subways and bridges referred to in Paragraph 1 of this section shall be constructed as to their size and dimensions, locations and other details, in accordance with the following

SCHEDULE.

Foot Subway in North Carpenter Street.

The foot subway in this street shall be an extension of the foot subway constructed under the tracks of the Chicago & North-Western Railway Company, pursuant to an ordinance of the City of Chicago passed December 2nd, 1897, and amended December 29th, 1897.

The depression of street shall not be more than sufficient to make the elevation of the floor of the passageway not less than 7.4 feet above city datum. This elevation shall extend on the south 10 feet beyond the southerly portal of the passageway. From this elevation the southerly approach shall extend on a grade not to exceed 5 feet in 100 feet to a connection with the present surface of street.

Width between walls of passageway, 12 feet.

Width of roadway and sidewalks outside of passageway shall be the same as at present.

The depression of sidewalks shall be uniform with the roadway, and about one foot above the level of same outside of passageway.

Clear head room, 10 feet.

In case, however, North Carpenter street shall be extended at any time to and across the North Branch of the Chicago River and a bridge built across said river at North Carpenter street by the said City of Chicago, then said foot subway required in this ordinance and in said prior ordinances shall be replaced by a subway conforming, as near as may be, to the details prescribed for such subway in said prior ordinances.

Bridge over Front street (street 66 feet wide) and North Sangamon street (street 80 feet wide).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb

line of each street and in the center line of each roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Lessing street (street 80 feet wide) and West Chicago avenue (avenue 80 feet wide).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in the center line of roadways.

Minimum, clear head room of roadway, 14 feet.

Bridge over West Superior street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Pratt street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Green street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Phillips street (street 24 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Minimum clear head room of roadway, 13 feet.

Bridge over West Erie street (street 80 feet wide) and North Halsted street (street width to be maintained as at present).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks in the streets shall be as they are at present.

Lines of posts to support girders may be placed immediately inside curb lines and in center line of roadways.

Minimum clear head room of roadway, 14 feet.

Bridge over West Ohio street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Union street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Grand avenue (avenue 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Des Plaines street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over Austin avenue (avenue 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 15 feet.

Bridge over North Jefferson street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 16.5 feet.

Bridge over West Kinzie street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 17 feet.

Bridge over Carroll avenue (avenue 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

A line of posts to support girders may be placed near the center of the avenue between the northernmost main track of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the spur track of that company just north of

such main track; permission being given hereby for re-location of such spur track so far as may be necessary to permit said intermediate row of columns without interference with the safe or convenient operation of either of said tracks.

Minimum clear head room of roadway, 17.5 feet.

Paragraph 5. The several subways and bridges referred to in Paragraph 2 of this section shall be constructed as to their size and dimensions, locations and other details, in accordance with the following

SCHEDULE.

Bridge over West Kinzie street, west of North Ada street, (street 30.5 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the north curb line and 12.75 feet south of that line.

Minimum clear head room of roadway, 12.7 feet.

Bridge over Noble street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 13.7 feet.

Bridge over North Ada street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Elizabeth street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Center avenue (avenue 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North May street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Curtis street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Carpenter street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Morgan street (street 66 feet wide.)

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Sangamon street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Peoria street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Green street (street 66 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Halsted street (street width to be maintained as at present).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Union street (street

80 feet wide) and Milwaukee avenue (avenue 70 feet wide).

There shall be no depression of the surface of the street or avenue.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadways.

Minimum clear head room of roadways, 14 feet.

Bridge over North Des Plaines street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Bridge over North Jefferson street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 16.5 feet.

Bridge over West Kinzie street (street 80 feet wide) and Clinton street (street 80 feet wide).

There shall be no depression of the surface of the streets.

Width of roadways and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadways.

Minimum clear head room of roadways, 17 feet.

Bridge over Carroll avenue (avenue 80 feet wide).

There shall be no depression of the surface of the avenue.

Width of roadway and width of sidewalks shall be maintained as they are at present.

A line of posts to support girders may be placed near the center of the avenue between the northernmost main track of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the spur track of that company just north of such main track; permission being given hereby for re-location of such spur track so far as may be necessary to permit said intermediate row of columns without interference with the safe or convenient operation of either of said tracks.

Mininmum clear head room of roadway, 17.5 feet.

Paragraph 6. The several subways and bridges referred to in Paragraph 3 of this section shall be constructed as to their size and dimensions, locations and other details, in accordance with the following

SCHEDULE.

Bridge over Fulton street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14.5 feet.

Bridge over Milwaukee avenue (avenue 70 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 14 feet.

Subway in West Lake street (street 80 feet wide).

The depression of the street may be such as will make the elevation of the roadway not less than 13.0 feet above city datum. This level shall extend ten feet beyond the easternmost and westernmost tracks. From this level the approaches shall extend on a grade of not to exceed 1.5 feet in 100 feet to a connection with the present surface of the street.

Sidewalks shall be maintained of the same width as at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in center line of roadway.

Minimum clear head room of roadway, 13.5 feet.

Subway in West Randolph street (street 80 feet wide).

The depression of the street shall be such as to make the elevation of the roadway at the west line of Canal street not less than 17.2 feet above city datum; and thence the roadway shall have a descending grade to the westward of about 31-100 of 1 per cent to the present elevation of the street, 16.2 feet above city datum, at the east line of Clinton street. The approach from the east shall be level across Canal street and thence shall rise to the eastward at a 2 per cent grade to a connection with the present surface of the street about 150 feet east of the east line of Canal street. The approaches to Randolph street from the north and south in Canal street shall be level, as far as is necessary to intersect the present surface of the street.

Width of roadway and width of sidewalk in West Randolph street shall be as at present.

Lines of posts to support girders may be placed immediately inside the curb lines and in the center line of roadway.

Minimum clear head room of roadway, 13.5 feet.

Bridge over West Washington street (street 80 feet wide).

There shall be no depression of the surface of the street.

Width of roadway and width of sidewalks shall be maintained as they are at present.

Lines of posts to support girders may be placed immediately inside the curb lines and along the side lines of the approach to the tunnel now existing in said street, but without lessening the clear width of such tunnel approach.

Minimum clear head room of roadway, 15 feet.

Paragraph 7. Bridges shall be constructed over all alleys crossed by the tracks authorized in Paragraphs 2 and 3 of Section 1.

Width of alleys shall remain as at present.

The elevations of the grade of the alleys shall remain as they now are.

Minimum clear head room, 12 feet.

Paragraph 8. The minimum clear head room of roadway prescribed in the preceding parts of this section shall be measured from the level of the street grade, as established by this ordinance or by other ordinances in force at the time of the passage of this ordinance.

SECTION 7. The grades of all streets

which are to be depressed in connection with the construction of subways or approaches to subways, as hereinbefore provided, are hereby changed so as to conform to the grades of such subways and their approaches as constructed hereunder.

SECTION 8. Wherever in the construction of subways and approaches, as hereinbefore required, two different grades will intersect, a vertical curve shall be made with an extent of not less than 10 feet on each side of said intersection of grades and with a middle ordinate equal to one-quarter of the difference between the elevations of the ends of such curve.

SECTION 9. All such excavations shall be made in streets and alleys as may be required for depression of such subways and their approaches, or for construction of footings and foundation courses of abutments or masonry supports for columns within the limits and under the surface of streets or alleys; but the streets, alleys and sidewalks so disturbed shall be restored to serviceable condition for the use of the public as soon as practicable.

All water pipes, conduits, sewers, poles, tracks and other structures, whether belonging to the City of Chicago or to others, which are located within any street or alley and interfere with any of the structures or work authorized by this ordinance, shall be re-located and re-arranged in such street or alley in such way as will preserve their utility and not conflict with the structures or work permitted under this ordinance. The City of Chicago shall be saved from expense in connection with such work by said Chicago & North-Western Railway Company; and said work shall be done under the supervision and to the satisfaction of the Commissioner of Public Works of said city.

SECTION 10. Provision shall be made for drainage of the depressed subways provided for in this ordinance by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers; provided there be a city sewer within 200 feet of the subway, and the arrangements and work necessary for such drainage shall be done at the expense of said Chicago & Northwestern Railway Company, its successors or assigns.

SECTION 11. In those portions of any street whose grades are changed under this ordinance said Chicago and Northwestern Railway Company, its successors or assigns, shall lay a pavement, set curbs and construct sidewalks of suitable materials and in accordance with specifications to be prescribed by the Commissioner of Public Works of the City of Chicago and to his satisfaction. Where portions of any street or alley are disturbed in the course of the work done under this ordinance, but their grade is not changed by this ordinance, they shall be restored by said Railway Company as nearly as may be to their original condition without expense to the City of Chicago.

SECTION 12. Any street railway company occupying any portion of a street whose grade is changed, or in which posts or columns are to be constructed, under this ordinance, shall, when and as such grade is actually to be altered or such posts or columns are to be constructed, conform the grade of its track or tracks to the altered street grade and alter the alignment or spacing of its tracks as may be necessary to accommodate such columns or the work of putting in their foundations; and the changes so necessitated in the tracks of said street railway compay are hereby authorized. The grants made and the privileges conferred under this ordinance shall not be assignable to any corporation or persons organized for or conducting the business of a street railway company, nor shall anything in this ordinance operate as a grant or ex-

tension of any franchise or license to any street railway company.

SECTION 13. All the work in this ordinance required or permitted to be done within the boundaries of any street, avenue or public alley shall be performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of the City of Chicago. At least ten days before the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner for his examination, and, if found to be in accordance with the provisions of this ordinance, such plans and specifications shall be approved by said Commissioner of Public Works, and after such approval all of the work outlined and included therein shall be done in conformity therewith.

SECTION 14. Permission and authority are hereby given to said Chicago and Northwestern Railway Company, its successors and assigns, whenever the same shall be necessary in the prosecution of the work herein authorized, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works, and they are also hereby authorized, whenever the same shall become necessary, to erect and maintain temporary structures and false work in any of such streets, avenues or alleys, with the like approval of said Commissioner of Public Works.

SECTION 15. The provisions of the ordinances of the City of Chicago relating to speed of railway trains, the number of cars to constitute a train, and the maintenance of gates, flagmen, watchmen, signals and signal towers, shall not apply to the elevated tracks constructed under this ordinance; provided that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary or reasonable police ordinances relating to the matters above enumerated. It shall be unlawful for any person or persons, save employes of the company operating said railway tracks, or any of them, when in the discharge of their duties, to enter or be upon or to walk along or across any of said elevated tracks or bridges. Any person willfully trespassing upon such elevated roadway, and all others aiding, abetting or assisting therein, shall be liable to a fine of not less than five (5) dollars nor more than one hundred (100) dollars for each and every offense.

SECTION 16. Said Chicago & North-Western Railway shall give and grant suitable switch track connections from the southernmost of the tracks constructed under authority of Section 1, Paragraph 3, of this ordinance to manufacturing, industrial, or commercial establishments, located between that track and the now existing tracks of said Chicago & North-Western Railway Company along Kinzie street, and between the proposed new right of way and the present right of way of the said Chicago & North-Western Railway Company, known as the Wisconsin Division. Said switch track connections shall be given as aforesaid only upon the passage of a proper ordinance therefor by the City Council, and upon such reasonable terms as the City Council may require.

SECTION 17. Nothing in this ordinance contained shall be so construed as to prevent the location and construction of bridge or subway abutments at any distance back from the lot lines of the street, avenue or alley across which the bridge is built, so as to enable the construction, maintenance and use of station or other buildings entirely within the right of way or property of the railroad company.

SECTION 18. The grants made and privileges conferred under this ordinance may be revoked and forfeited by the City of Chicago unless the work of construct-

ing said railway passenger station authorized in Section 1, Paragraph 1, and tracks of sufficient number and character to afford a serviceable connection with the existing tracks of said Chicago & North-Western Railway Company is begun within two years from the passage and approval of this ordinance, and unless said work is completed, so as to bring such passenger station into actual use in connection with the railway of said company, as early as January first, 1912, except that the time during which commencement or completion of said passenger station and necessary connecting tracks shall be prevented by strike, riot or legal proceedings, or by delayed elevation of the tracks of the elevated railway in Lake street to such height as may be required for construction of the railway tracks authorized by this ordinance, shall be added to the time hereby limited.

It is hereby made an express provision of this ordinance that if any public improvement is hereafter made, the cost of which is to be paid by special assessment or special taxation, the property heretofore or hereafter acquired by said Chicago & North-Western Railway Company for its right of way on the lines prescribed by this ordinance shall be subject to such special assessment or special taxation the same as if said property had not been acquired by said company.

SECTION 19. This ordinance shall take effect from and after its passage, approval and publication.

In connection with the foregoing ordinance Ald. Sitts presented the following order, which was, on motion, duly passed:

Ordered, That the Mayor be and he is hereby authorized and directed to enter into a contract in behalf of the city with the Chicago & North-Western Railway Company for the construction of new viaducts over the tracks of that company at the approaches to the Grand avenue and Erie street and North Halsted street bridges.

The Clerk, on motion of Ald. Foell, presented the resolution for a new viaduct on Dearborn avenue to be constructed by the C. & N. W. Ry. Co., temporarily deferred, page 2372.

Ald. Foell moved to adopt the resolution.

The motion prevailed.

The following is the resolution as adopted:

WHEREAS, The Sanitary District of Chicago is now constructing a new bridge over the Chicago River at Dearborn avenue; and

WHEREAS, The dilapidated condition of the viaduct on said Dearborn avenue extending from the north end of said bridge over the tracks of the Chicago & North-Western Railway Company, laid in North Water street, together with the dangerous condition resulting from the location of said tracks in said street, makes it both desirable and imperative that the present viaduct be replaced by a modern structure, in keeping with the character of said bridge being so constructed; and

WHEREAS, There is now pending before the Council an ordinance granting to said Chicago & North-Western Railway Company, its successors and assigns, permission to construct, maintain and operate a railway passenger station between West Lake, Canal, West Madison and Clinton streets, and to construct, maintain and operate certain new elevated tracks within the city limits; and

WHEREAS, It is the sense of this Council that, as part compensation for the rights and privileges to be granted in said ordinance, said company should reconstruct said viaduct; now, therefore,

Be it Resolved, by the City Council of the City of Chicago:

That the Mayor be, and he is hereby authorized to enter into and execute on behalf of the City of Chicago, a contract

with said Chicago & North-Western Railway Company for the construction of a new viaduct on said Dearborn avenue over the tracks of said company on North Water street, extending from the north abutment of said bridge to Kinzie street; said viaduct to be constructed wholly at the expense of said company, according to plans and specifications to be approved by the Commissioner of Public Works and to be completed at or before the time of the completion of said bridge.

Ald. Harris presented communications from the Bureau of Engineering and the Department of Track Elevation to the Committee on Streets and Alleys, West Division, concerning the ordinance just passed, and moved that they be published.

The motion prevailed.

The following are the communications:

DEPARTMENT OF PUBLIC WORKS,
November 26, 1906.

Hon. T. M. Hunter, Chairman of Committee on Streets and Alleys, West, City of Chicago:

DEAR SIR—Pursuant to your request of November 22d that I report to the Committee on Streets and Alleys of the West Division and furnish a detailed statement concerning the grades and streets over which is to be the proposed elevation of tracks of the Chicago & North-Western Railway Company (new station terminals) and report as to the proposed head rooms at Lake, Randolph and Washington streets, I beg to submit a list of grades prepared by William H. Hedges, Bench and Street Grade Engineer, which grades should be adopted to govern the street grades at the various street intersections as noted and also covering all street crossings made by the proposed elevation. I have examined the proposed grades as submitted by Mr. Hedges and recommend their adoption. The ordinance covering these grades will be submitted to the City Council for passage Monday, November 26th, 1906. You will note that in many instances the grades proposed by Mr. Hedges are a higher elevation than the old grades. In some few instances they are lower. If the grades as presented to the Council are passed, it means that all future permanent improvements on streets crossed by the track elevation will be made in accordance with the same.

The plat hereto accompanying this report also has all corrected grades indicated in red, and where there is a change it is indicated by a double circle around the grades. All figures on the plat covering the elevation of streets have been carefully checked and agree with all grades submitted to the Council for adoption. The minimum clear head room, as indicated on plat, agrees with the proposed ordinance for the elevation of the tracks in the printed copy of the Council Proceedings of October 8th, with the following exceptions:

On page 1413 of the said Council Proceedings the minimum clear head room of roadway is omitted for bridge over North Desplaines street, also on page 1416 of the same Council Proceedings for bridge over Fulton street the ordinance calls for 14½ feet minimum clear head room. Plat shows 14 feet.

The proposed clear head room for Lake street is 13½ feet, which will necessitate the depression of Lake street one foot under the elevated structure. The proposed head room for Randolph street is 13½ feet, which will necessitate the depression of Randolph street one foot near the west line of Canal street. The proposed head room for Washington street is 15 feet with no depression of the surface of the street.

I beg to call your attention to proposed addition, known as paragraph 8, to Section 6, in which the Chicago & North-Western Railway officials propose to add to the ordinance, which is as follows: "The minimum clear head room of roadway prescribed in the preceding parts of this section shall be measured from the

level of the street grade, as established by this ordinance or by other ordinances in force at the time of the passage of this ordinance."

Also attached please find proposed corrections made by the railway officials to paragraphs 5, 6 and 7 of Section 1, embodied in ordinance, which agree with the red figures and red grade lines on the plat herewith. On the plat herewith accompanying this report in all cases the red figures and the red lines take precedence over the black figures and the black lines.

Respectfully submitted,

W. A. SHAW,

Engineer in Charge.

BUREAU OF SEWERS,
CHICAGO, November 19, 1906.

Alderman T. M. Hunter, Chairman, Committee of Streets and Alleys, West Side:

DEAR SIR—The detailed statement and report requested by your committee, from the office of Acting City Engineer W. A. Shaw, concerning the grades of streets over which the tracks of the Chicago & North-Western Railway are proposed to be elevated, having been referred to the Bench and Street Grade Engineer, a list of those grades carefully revised and corrected to date, is herewith respectfully presented to the committee, showing all the street grades at or near the proposed line of elevation. It should be borne in mind that all street grades are established on or along the curb lines of the streets; and the elevation of the center of the street, generally varies more or less, above or below the lines of curb grade, as may be found necessary by the engineer of the Board of Local Improvements, when planning his work. A plat of the territory affected, showing the street grades along the line of the railway elevation, is also herewith submitted for the guidance and consideration of your committee.

In relation to questions concerning the head room at different streets, etc., this Bureau has not the data on which to base a suitable report or statement thereon; and it is respectfully suggested that the expert on track elevation could best serve the committee in giving information on all such technical points.

Very respectfully,

W. H. HEDGES,

Bench and Street Grade Engineer.

Approved:

WM. E. QUINN,

Superintendent Bureau of Sewers.

DEPARTMENT OF TRACK ELEVATION,
CHICAGO, November 26, 1906.

Hon. Thomas M. Hunter, Chairman, Committee Streets and Alleys, West:

DEAR SIR—After a careful examination of the ordinance, maps and other details submitted for the elevation of the roadbeds and tracks of three divisions of the Chicago & North-Western Railway Company, we find that the Wisconsin and Milwaukee divisions are to be elevated from a point between North May and North Curtis streets, south of Elston avenue, to a point about on the north line of Kinzie street; also the elevation of the roadbed and tracks of the Galena division of said company, from a point near Noble street, to a connection with the Wisconsin and Milwaukee divisions, about on the north line of Kinzie street; and also for the elevation of these three divisions from their junction at or near Kinzie street, south between Canal and Clinton streets, into the proposed new depot building to be erected between the west line of Canal street and the east line of Clinton street; the north line of Madison street and the south line of Lake street; and find the same to be in accordance with the following prepared schedule, which shows the elevation of the tracks to the top of rail, the depth of the floor system, head room or clearance, the established grade of the street,

the depression of the streets below the established grade of street, if any, and the width of the streets.

The city authorities have established the grade of the streets on the curb line, which in many cases are higher than the crown of the street.

Schedule No. 2 was prepared in accordance with the grades and figures specified in the ordinance as presented to the City Council October 8th, 1906. Schedule No. 1 has been prepared to agree with the ordinance as it will be when corrected and amended. There is very little difference between the grades and figures in the two schedules, and what difference there may be is of no material consequence, because in the schedule of subways as embodied in the ordinance, it is therein distinctly stated that there shall be no depression of the street and the head room or clearance is positively defined. The head room or clearance is 14 feet, with the exception of Lake and Randolph streets 13.5 and one foot depression; Austin avenue and Washington street, 15 feet; Jefferson street, 16.5 feet; Kinzie street, 17 feet, and Carroll avenue 17.5 feet.

We also find, in comparing the head room in this ordinance with the head room as specified in other ordinances presented to and passed by the City Council for the elevation of the roadbeds and tracks of the various railroad and railway companies, that the lowest head room specified in this ordinance, that is, 13.5 feet is as high, if not higher, than is required in the most of them.

A memorandum of the head room under the elevated railroad at several stations, from the crown of the street to the lowest part of the overhead structure, is herewith submitted.

Most respectfully,

JOHN O'NEILL,

Expert on Track Elevation.

The Clerk, on motion of Ald. Reese, presented the report of the Committee on Water Department, on a communication concerning Section 2434 of the Revised Code of 1905, relating to certain establishments required to be under meters, deferred and published December 10, 1906, page 2311.

Ald. Reese moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That so much and such parts of the ordinance passed June 25, 1906, as amends Section 2434 of the Municipal Code of 1905, also so much and such parts of the ordinance passed July 5, 1905, as repeals said Section 2434, also said Section 2434 of said Municipal Code, be and the same hereby are repealed; and the following, to be known as Section 2434, shall stand and be in lieu thereof:

"SECTION 2434. Certain Premises Required to Be Under Meter.) All manufactories and other establishments, including breweries, bookbinderies, bottling establishments, brick yards, chemical laboratories, and all buildings or premises where water meters are found to be in use, cigar manufactories, coop-

erage, condensing water for steam engines, confectioneries, distilleries, dye and scouring houses, fish packing, gang saws in stone yards, hat factories, hydraulic elevators, hydraulic motors for elevators, livery stables, malt houses, natatoriums, photograph galleries, printing offices, packing houses, public laundries, public hospitals and other public institutions and buildings, railroad engine and round houses, railroad passenger and freight depots, rectifying establishments, rendering plants, swimming tanks, silver plating establishments, slaughtering houses, sugar refineries, syrup factories, soap factories, soda and other prepared water factories, telegraph and telephone battery rooms, vinegar factories, wood washing, etc., obtaining water from the Chicago water works system shall have the water supply thereto controlled by water meters."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

The Clerk, on motion of Ald. Derpa, presented a resolution for an ordinance to prohibit alleged extortion by the Chicago Telephone Company and for an injunction to restrain the charging of telephone tolls within the city limits, deferred and published December 3, 1906, page 2210, and deferred December 10, 1906, page 2345.

Ald. Derpa moved to adopt the resolution.

Ald. Burns moved to refer the resolution to the Committee on Gas, Oil and Electric Light.

The motion to refer prevailed by yeas and nays as follows:

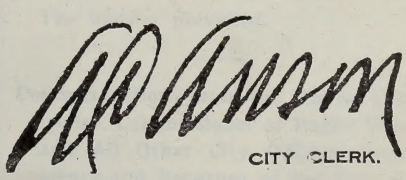
Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Considine, Harkin, Maypole, Smith, Sitts, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Wendling, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—51.

Nays—Harding, Richert, Derpa, Hoffman, Zimmer, Uhlir, Riley, Beilfuss, Nowicki, Schermann, Dever, Finn, Lipps, Herlihy, Golombiewski, Kohout, Nolan—17.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Wednesday, January 2, 1907, at 7:30 o'clock P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Wednesday, January 2, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Friday, January 4, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Merlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Foreman, McCoid and Conlon.

MINUTES.

Ald. Dailey moved to approve the minutes of the regular meeting held Monday, December 17, 1906, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the two weeks ending December 29, 1906, together with the cause of each release:

William Baker, released for Paulist Fathers.

John Kelly, released for Paulist Fathers.

William J. Sotek, released for Police Department.

Thomas Reilly, released for sister.

Jos. Vaclena, released for Anton Cermak.

Jos. Ernest, released for wife.

Harry A. O'Connor, released for T. D. Hurley.

Carl Larson, released for Leopold Nathan.

Martin Blemich, released for sister.

Geo. Wardell, released for Ald. Badenoch.

Frank Top, released for wife.

Louis Berman, released for wife.

J. W. O'Connell, released for mother.

Anton Stenek, released for wife.

Michael Fennell, released for wife.

Tony Leniman, released for Ald. Powers.

Joseph Bagley, released for mother.

Edward Ewald, released for wife.

Florence Graham, released for Jno. G. Jones.

Wm. Farling, released for Jno. J. Poulton.

M. Gibbs, released for Police Department.

Frank Bennett, released for wife.

T. J. Horan, released for brother.

Chas. Casper, released for Ald. Bradley.

Dick Murphy, released for Ald. Dailey.

Geo. Fitzpatrick, released for Mrs. Parker.

Richard Basse, released for mother.

Henry Sencz, released for wife.

Alex McKenzie, released for Ald. Fick.

James Koester, released for wife.

Chas. Garratson, released for mother.

H. J. Powell, released for Ald. Harding.

John Kodeski, released for Ald. Dever.

John Lavin, released for Ald. Dever.

Ameil Bergman, released for wife.

Frank Kroplewski, released for mother.

Joseph Honan, released for Ald. Richert.

Lawrence Dembach, released for Alex Wisnewski.

Patrick Burns, released for Ald. Richert and Dailey.

Jos. Dropsky, released for Ald. Richert.

John Petrowski, released for wife.

Andrew Rosewell, released for mother.

Maurice Hogan, released for wife.

James Paragon, released for Paul Dasso.

David Smith, released for Ald. Moynihan.

Julia Mitchell, released for brother.

Chas. Wagner, released for Ald. Considine.

Joseph Wolf, released for Ald. Bowler.

Walter Prussan, released for Ald. Bowler.

John Legate, released for J. F. Butcher.

Which was ordered published and placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
January 2, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, the ordinance passed by your Honorable Body at the meeting on December 17, 1906, Council Proceedings 2401, granting authority to Ed. V. Price & Company to string an electrical wire across the public alley running north and south between Franklin and Market streets, north of Van Buren street, for the reason I am advised by the Law Department that the ordinance is void and without effect inasmuch as there has not been filed the written consent of the persons owning property

frontage upon both sides of the alley proposed to be used for this purpose, and this requirement of the statute cannot be avoided.

I would suggest a reconsideration of the vote by which the ordinance was passed and that the ordinance be re-referred to the Committee on Streets and Alleys, South Division, for further consideration.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Hurt moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Coughlin moved to refer the ordinance to the Committee on Streets and Alleys, South Division.

The motion prevailed.

CITY CLERK.

The City Clerk presented the following report of acceptances, bonds, etc., under ordinances, filed in his office since the last preceding meeting of the Council:

Waiver of E. A. Cudahy, under vacation ordinance of December 10th; contract of C. & N. W. Ry., under order and resolution, in connection with station ordinance of December 17th; agreement of C. & N. W. Ry., ordinance of December 17th (new station and terminal); acceptance, Chicago Consolidated Traction Co., Chicago Union Traction Co., and receivers of Chicago Union Traction Co., under ordinance of December 17th, track in South 40th avenue; acceptance and bond, Swift & Co., switch track, Hawthorne avenue; acceptance and bond, Geo. Lomax, ordinance of December 3d, as amended December 10th; acceptance and bond, Pettibone, Mulliken & Co., switch track ordinance of November 26th; acceptance and bond Illinois Vinegar Manufacturing Company, switch track ordinance of December 3d; acceptance and bond International Harvester Co., switch track ordinance of December 17th; acceptance and bond, Kellogg Switchboard & Supply Co., team scale ordinance of December 10th; acceptance and bond, The Ford & Johnson Co., ordinance of November 26th; acceptance and bond of Tonk Manufacturing Co., switch track ordinance of November 26th; acceptance and bond of Joseph T. Ryerson & Son, switch track ordinance of November 26th, 1906.

Which was placed on file.

ALSO,

The bid of Horace J. Nelson, of 6100 Stewart avenue, under ordinance of October 22, 1906, for the property owned by the City of Chicago known as the McCowan School property, in the sum of three thousand six hundred and sixty dollars ($3,660.00); and the bid of Frank M. Fulton, 334 West 62d street, for the same, in the sum of four thousand one hundred and one and fifty one-hundredths dollars ($4,101.50); which were

Referred to the Committee on Finance.

ALSO,

A communication and ordinance from the Metropolitan West Side Elevated Railway Company for the vacation of that portion of South 51st avenue lying between Flournoy and West Harrison streets, which were

Referred to the Committee on Streets and Alleys, West Division.

CITY COLLECTOR.

The City Collector presented the following report:

CITY COLLECTOR'S OFFICE,
January 2, 1907.

To the Honorable Edward F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I beg leave to submit

herewith a list of names of organizations to whom permits were issued under the ordinance of June 11, 1906, to operate bars at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,

City Collector.

St. Clara Society, Hoyne avenue and 19th street.

Turn Verein Einigkeit, 714 Blue Island avenue.

United Irish Societies, Marshfield avenue and West Taylor street.

National Entertainers, 501 West North avenue.

Society Benevolent of St. Antonio Di Badova, 2470 Kensington avenue.

Theatre Employees Benevolent Association, 15th and Wabash avenue.

Society Balder, 456-8 31st street.

Court Stockholm No. 16, F. of A., 456-8 31st street.

Ancient Order of Hibernians, 2106 West 12th street.

Post Office Clerks' Union, Peck court and Wabash avenue.

Lodge Cesky Dobrozkyci, 720 Allport street.

Linnea Lodge No. 1, 8743 Buffalo avenue.

Lithuanian Alliance of America, Branch No. 36, Benevolent Society, 3119 South Morgan street.

Lithuanian Band Society (Benefit), 3119 South Morgan street.

Carpenters' Union, Local No. 58, U. B., 1351 Diversey boulevard.

Turn Verein Lincoln, 1351 Diversey boulevard.

Amalgamated W. W. U., No. 94, 1351 Diversey boulevard.

Le Mar Athletic Association, 324 East Division street.

Mayflower Benevolent Society, 162 North Clark street.

Musiker Aid Society, 444 West Taylor street.

Society Iduna, 3143-7 State street.

Cicero Lodge No. 28, K. of P., Peck Court and Wabash avenue.

The Ski Club Norgi, 907 North California avenue.

Vikingarne Lodge No. 1, I. O. V., 257 North Clark street.

St. Valentine Society, 100 West Blackhawk street.

St. John Givalbert Court, C. O. F., 100 West Blackhawk street.

St. Andrew Society, 100 West Blackhawk street.

Tow. Sw. Cecelia, 800 South Ashland avenue.

Korpas Woskowy Polski, 800 South Ashland avenue.

Hungarian Socialist Branch No. 1, 800 Ashland avenue.

Teutonia Turn Verein, 53d and Ashland avenue.

Swedish Singing Society Benevolent, 257 North Clark street.

Plattdeutsche Gilde Unkel Brasig No. 10, North avenue and Halsted street.

Everetts Fraternal Society, 35th and Archer avenue.

Turn Verein Vorwaerts, 1168 West 12th street.

Plattdeutche Gilde Freiheit No. 27, 601 Wells street.

Bohemian Slavonian Benevolent Society, 32-4 Emma street.

Polinia No. 91 Society, 32-4 Emma street.

Tad. Kosciousko Guards Society, 32-4 Emma street.

Bohemian Dramatic and Singing Society, 32-4 Emma street.

North Chicago Maennerchor, 1732 North Hoyne avenue.

Society Firenze, 257 North Clark street.

Junger Maennerchor, 257 North Clark street.

LeMar Athletic Association, 324 East Division street.

McGury Aid Society, 53d and Ashland avenue.

Fourth Ward Bohemian Association, 3000 Union avenue.

West Side Social and Aid Association, 50 Throop street.

Hamburger Society, 876 Milwaukee avenue.

Hungarian Branch of S. L. P., 257 North Clark street.

Plattdeutsche Gilde No. 3, 68 East Fullerton avenue.

Pl. Gilde, No. 4, 876 Milwaukee avenue.

National Alliance Bill Posters and Billers, 15th and Wabash avenue.

Schwaben Verein of Chicago, 257 North Clark street.

Royal League Association, 494 Noble street.

Active Section of Nordwestseite Turnerschaft, 862 West Division street.

Sokol Chicago, 1116 Kedzie avenue.

O. B. Sokol Chicago, 1116 Kedzie avenue.

Vlast Lodge No. 1427 K. and L. of H., Courtland street and Hancock avenue.

Hungarian Benefit Society, 9442 Cottage Grove avenue.

Crown Home Benevolent Association, 588-90 West 18th street.

Baggage and Parcel Drivers' Local Union No. 725, I. B. of T., Peck court and Wabash avenue.

Polish Dramatical Society, 494 Noble street.

Central Turn Verein, 501 West North avenue.

Sub. Ct. "I Will," C. O. F., 3143 State street.

Luxemberg Brotherhood, 1213 Lincoln avenue.

Freisinnigen Gemeinde, Irving Park boulevard and Drake avenue.

Plattdeutsche Gilde Teutonia No. 6, Irving Park boulevard and Drake avenue.

Badisch Saenger Runde, 519 Larrabee street.

Leeder Aid Association, 447 West Taylor street.

General Sowinski Society, 684 West 17th street.

Godiva Society, 501 West North avenue.

Arbeiter Kranken U. Sterbasser, North avenue and Sedgwick street.

Social Turn Verein, 701 East Belmont avenue.

Ideal Club Association, 15th and Wabash avenue.

Roanok Society, 494 Noble street.

Rad Sladkovsky Cis, No. 121, 400 West 18th street.

Dante Young Men's Italian Athletic Society, 220 West 12th street.

Hibernian Society, 96th street and Ewing avenue.

United Italian Societies, 257 North Clark street.

Hejmdahl Singing Society, 3700 Wentworth avenue.

Fantana Lodge No. 28, Allport and 18th street.

Jas. Biggy Benevolent and Aid Society, 12th street and Blue Island avenue.

Improved Order of Kingsniper, 501 West North avenue.

The Bellmen's Association of Chicago, 22d and Wabash avenue.

International Brick and Terra Cotta Union, 2503 Kensington avenue.

Eiche Turn Verein, 2503 Kensington avenue.

Humboldt Park Lodge No. 25, K. and L. of A., Campbell and Armitage avenue.

Ceske Vlastenky Society, 1300-2 South 41st avenue.

Frantisek Palocky Society, 1300-2 South 41st avenue.

Aurora Turn Verein, Ashland avenue and Division street.

Aurora Turn Verein, 876 Milwaukee avenue.

Phoenix Aid Society, 3417 South Halsted street.

Marlow Fifth Ward Democratic Club, 3417 South Halsted street.

Plattdeutsche Gilde Geo. Herkegh, No. 15, Southport avenue and Otto street.

Lieder Tafel Vorwaerts Singing Verein, North avenue and Halsted street.

Marks Nathan Jewish Orphan Home, 15th and Wabash avenue.

Milk Wagon Union Local 753, Peck court and Wabash avenue.

Cosmopolitan Cooks Association, 15th and Wabash avenue.

Nightingale Royal League, 15th and Wabash avenue.

Slutsker Hebrew Aid Society, 447 West Taylor street.

Erster Folticener, Taylor and Centre avenue.

De Orvis Singing Society, 501 West North avenue.

Advance Athletic Association, 53d and Ashland avenue.

Hay and Grain Teamsters' Union, 3143 South State street.

Lincoln Lodge No. 3856 Y. U. O. of O. F., 162 North Clark street.

Machinery Safe Movers' Union, Local 714, 162 North Clark street.

Ct. Hanson Park No. 307 of C. B. H., 3361 Grand avenue.

The Court of Honor, 3361 Grand avenue.

Blue Island Avenue Street Car Men's Association, 825 South Ashland avenue.

Del Mar Benevolent Club, Rockwell and Milwaukee avenue.

Krinker Progressive Association, 501 West North avenue.

Humboldt Enc. Club, I. O. O. F., Ashland avenue and Division street.

Voluntary Subscription Fund of Sleeping Car Porters, 15th and Wabash avenue.

Danish Brotherhood of America, 876 Milwaukee avenue.

St. Joseph Society, 1566 West 22d street.

Ochotnici Pulaskiegi, 1566 West 22d street.

Court St. Martias, 1566 West 22d street.

Progress Lodge No. 58 of Switchmen's Union of North America, Taylor and Centre avenue.

First Hungarian Sick Benefit Society, 8460 Superior avenue.

Turn Verein Einekeit, 714 Blue Island avenue.

Low German Gilde Elsmen No. 24, North and Spaulding avenues.

Crispus Attucks Co. No. 1, K. of P., 15th and Wabash avenue.

North Chicago Frauen Verein, 519 Larrabee street.

Lilly of the West Unt. Kranken Verein, 1168 West 12th street.

Oesterreich Ungarishen National Kranken Unt. Verein, 842 Clybourn avenue.

Lake View Bowling and Benevolent Association, southeast corner Southport and Otto streets.

Bohemian Singing Society, 612 West 18th street.

Harrugari Mannerchor, 1115 West 12th street.

St. John's Court No. 437, C. O. F., 3000 Union avenue.

Chattanooga Benevolent Association, 592 West 18th street.

Rheinischer Verein, North avenue and Halsted street.

Cragin Benevolent Association, Armitage and Grand avenue.

Tea and Coffee Wagon Drivers' Union No, 772, Wabash avenue and Peck court.

Executive Committee of Charity Ball, 16th and Michigan avenue.

Vojta Naprstek School, 1116 Kedzie avenue.

St. Lawrence M. Society, Division street and Ashland avenue.

Four Muskateer Society, Branch No. 536, K. of P., 289 Armitage avenue.

Frederik Chopin Court, 876 Milwaukee avenue.

Society Dama, 251 West Chicago avenue.

Nordstjerman Benevolent Society, 1115 West 12th street.

Young Romans' Athletic Society, 106-08 DeKoven street.

National Union Jan Hus Council, 106-108 DeKoven street.

Danish Brotherhood of America, Washington boulevard and Curtis street.

Hungarian Benefit Society, 68 East Fullerton avenue.

Mtodych Przemystowian Society, 494 Noble street.

Sokol Slovian, 494 Nobel street.

Polski Sokolki, 494 Noble street.

Ashland Singing Society, 494 Noble street.

Odzial Polski Social Party, Hamburg and Leavitt streets.

Mueller Aid and Athletic Association, 48th and Honore street.

Danish 100 Men's Society, 7076 Cottage Grove avenue.

Tow Przemi Rzem Polokich, 48th and Paulina streets.

Tow Sw Jozepka No. 1, 1858 West 48th street.

Tow Sw Michola Arch., 1858 West 48th street.

Pandora Athletic and Social Association, 262 Blue Island avenue.

Rad. Rip. C. S. P. S., 400 West 18th street.

Geshan Verein Frohsinn, 3143-7 South State street.

Augautyr Lodge No. 4, I. O. V., 3143 State street.

Society Thor, 324 East Division street.

Polish Singing Society, 1800 West 48th street.

Prvy Slovensky Sokol, 220 West 12th street.

Sociale Liedertafel, 701-07 East Belmont avenue.

The Russian Relief Society, 444 West Taylor street.

Slavonian Turner Society, 585 South Centre avenue.

Croation Sloboda Society, 585 South Centre avenue.

Pol Ulanow, 14 Will street.

St. John Society, 14 Will street.

Theringer Gemeins, Milwaukee and Ashland avenues.

Chicago Concertina Circle, 876 Milwaukee avenue.

St. Florence Society, 9601 Ewing avenue.

Engelbrecht Society, 9601 Ewing avenue.

Bnei Ephraim Lodge No. 172, 447 West Taylor street.

Chicago Journeymen's Horse Shoers' Local No. 4, Protective Society, Peck court and Wabash avenue.

Tow Prz. Polskich, 3310 South Morgan street.

Tow Sw Barbary, 3310 South Morgan street.

The First Hebrew Charity Association, 20th and Ashland avenue.

Almira Singing Society, 574 Armitage avenue.

Teamsters' Local No. 721, I. B. T., 11522 Front street.

St. Cecilia Singing Society, 1110 North Robey street.

Royal Athletic Society, 1110 North Robey street.

Webster B-B and Athletic Association, 1110 North Robey street.

Valhalla Lodge No. 21, I. O. V., 6058 Morgan street.

Spolek Sw. Stanislaw Litvish Society, 47th and Winchester avenue.

American Brotherhood Molieff, 501 West North avenue.

Odessa Verein, Taylor and Centre avenue.

Viola Benevolent and Aid Association, 235 Milwaukee avenue.

Plzen Council No. 80, N. A. U., 621 Blue Island avenue.

Vlastimil Council No. 186, Tribe of Ben Hur, 621 Blue Island avenue.

Cesko Slovanski By. Spolek No. 4, 47th and Winchester avenue.

Socialist Terretorialist Organization, 493 Jefferson street.

Olympia Maennerchor, 69th and Ashland avenue.

Plattdeutsche Gilde No. 18, 69th street and Ashland avenue.

Lettisch Social Democratic Society, 12th and Waller streets.

Enterprise Lodge No. 103, O. C. K., 447 West Taylor street.

Ice Cream Drivers' and Helpers' Union, 447 West Taylor street.

Dvur Voduny Ben Hur, No. 333, 590 West 18th street.

C. S. P. S. Ceska Vlast, 590 West 18th street.

Nedaros Society, 586 North California avenue.

Harugari Eintracht No. 406, D. O. H., 262 Blue Island avenue.

Lithuanian Benevolent Society, 3421 South Halsted street.

Lithianers St: Paul and St. Peter Society, 3421 South Halsted street.

Turn Verein Freiheit, 3421 South Halsted street.

Lithuanian Alliance of America, 8756 Houston avenue.

Turn Verein Vorwaerts, 1168 West 12th street.

Tow Archauiol, 89 Cornell street.

The Norwegian Glee Club Singing Society, 901 Washtenaw avenue.

Norwegian Singing Society, 901 North Washtenaw avenue.

The Danish Brotherhood No. 7, Ashland avenue and Division street.

Society Nordleningen, 901 North Washtenaw avenue.

Tow Matki Boskiej Czestrchowskiej, 928 West 19th street.

North Chicago Circle No. 572, O. of P. H. B., 324 East Division street.

International Benevolent Association, 402 West Superior street.

The H. R. B. Benevolent and Aid Association, 162 North Clark street.

Ivan Lodge, No. 27, I. O. V., 695 West Irving Park avenue.

St. Vincent Terr. No. 74, 876 Milwaukee avenue.

Anton Dvorak Singing Society, 1335 South 40th court.

The Workmen's Circle, 162 North Clark street.

Glen Benevolent Association, 862 West Division street.

Hungarian Singing Society, 862-6 West Division street.

Chicago Turngeminde, 257 North Clark street.

Chicago Turngemeinde, 257 North Clark street.

The Norwegian Turner Society, 501 West North avenue.

Centralia Benevolent Association, Wabash avenue and Peck court.

Walhalla Benevolent Society, 3700 Wentworth avenue.

Old Saints Congregation, 2503 Kensington avenue.

Altdeutscher Unterstutzung Verein, 876 Milwaukee avenue.

Runan Lodge No. 7, I. O. V., 5324 South State street.

Spolek Vornatu, 1116 Kedzie avenue.

Pevecky Sbor Hlahal Singing Society, 821 South Ashland avenue.

Velko Loze Cesco Slov Ryt a Dam, 823 South Ashland avenue.

Rad. Rovnost No. 14, C. S. P. S., 823 South Ashland avenue.

N. W. Berger Verein, 1400 Clybourn avenue.

German Austrian Society, 235 Milwaukee avenue.

Catholic Knights and Ladies of America, 3345 Clark street.

Knights and Ladies of Honor, 3345 Clark street.

Lodge Sofie Podlipska No. 3, J. C. V., Spaulding and North avenue.

Einigkeit Society, 990 West 19th street.

Klatovsky Sokol Society, 990 West 19th street.

Columbia J. C. V., No. 2, Sawyer and 23d street.

Sokol Jednosi, No. 9, 22d and Troy streets.

Osterezher Freiheits Bruder Bund Lodge, 53d and Ashland avenue.

Schweitzer Damen Verein, 462 North Clark street.

Pfaelzer Manner Verein, 245 Clybourn avenue.

Cesko Delnisky Spolek, No. 73, 400 West 18th street.

Deutscher Kruege Verein, North avenue and Halsted street.

North Sick and Benevolent Society, Diversey and Sheffield avenue.

Yngve Lodge, No. 26, I. O. V., 1351 Diversey boulevard.

Sacred Heart of Jesus Society, 123-5 Front street.

Schiller Lodge, No. 139, I. O. M. A., 53d and Ashland avenue.

Drangyste Franciskas Society, 48th and Honore street.

Mutual Aid Society of McCormick Reaper Works, 710 Blue Island avenue.

Pevecky Sbor Valnost, 48th and Honore streets.

Lyrd Singing Society, 720 Allport street.

The Greek Fraternity, 257 North Clark street.

Congregation Sharie Jadick, 686 West Taylor street.

St. George Society of St. Cantus Choir, 73 Front street.

Frithiof Lodge, No. 5, I. O. S., 456-8 31st street.

Lodge Bozena Nemcov, No. 6, 1148 West 63d street.

Lodge Zisko, No. 18, 1335 South 40th court.

Hair Spinners' Union, No. 10399, 2928 Archer avenue.

Which was ordered published and placed on file.

COMMISSIONER OF PUBLIC WORKS.

The acting Commissioner of Public Works presented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, January 2, 1907.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In Ohio street, from 250 feet east of St. Clair street eastward 200 feet; size, 6 inch; probable cost including hydrants and basins, $280.00; pays 13 cents.

In Peterson avenue, from 514 feet west of Robey street westward 160 feet; size, 8 inch; probable cost, including hydrants and basins, $264.00; pays 10 cents.

In 39th street, from 402 feet west of Homan avenue westward 24 feet; size,

6 inch; probable cost, including hydrants and basins, $33.60; pays 29 cents.

In 43d court, from 28th street to 30th street; size, 8 inch; probable cost, including hydrants and basins, $1,034.55; pays 12 cents.

In Summerdale avenue, from first alley east of East Ravenswood Park to East Ravenswood Park; size, 6 inch; probable cost, including hydrants and basins, $196; pays 12 cents.

In Winchester avenue, from 38th street southward 64 feet; size 6 inch; probable cost, including hydrants and basins, $89.60; pays 11 cents.

In Wellington avenue, from Elston avenue to Washtenaw avenue; in Washtenaw avenue, from Wellington avenue to Warsaw avenue, size, 8 inch; probable cost, including hydrants and basins, $1,443.75; pays 10 cents.

In 68th street, from Rhodes avenue east to alley; size, 8 inch; probable cost, including hydrants and basins, $206.25; pays 22 cents.

In south side of Irving Park boulevard, from 44th avenue westward 168 feet; size, 8 inch; probable cost, including hydrants and basins, $277.20; pays 10 cents.

Respectfully,
WM. L. O'CONNELL,
Commissioner of Public Works.
By J. C. WERDELL,
Deputy Commissioner.

Ald. Race moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

ALSO,

An ordinance for the location and numbering of concrete standard bench monuments (83 to 96, inclusive), which was

Referred to the Committee on Finance.

CORPORATION COUNSEL.

The Corporation Counsel submitted an opinion concerning the right of the Chicago Union Hospital to conduct a general hospital on Dayton street, which was

Referred to the Committee on Health Department.

ALSO,

The following opinion, which was ordered published and referred to the Committee on Local Transportation:

OFFICE OF THE CORPORATION COUNSEL,
December 27, 1906.

To the Honorable, the City Council.

GENTLEMEN—At the instance of Alderman Cullerton your Honorable Body passed an order requesting of this Department an opinion as to the status of the different street railway companies operating lines of street cars on Ashland avenue south of 12th street, and also what, if any, method can be devised to secure a continuous transportation on said lines.

It appears that the Chicago Union Traction Company, under a lease from the West Chicago Street Railroad Company, executed June, 1899, operates a line of street cars on Ashland avenue, from 12th street to 22d street, constructed under a twenty-year ordinance to said West Chicago Street Railroad Company, passed March 21 1892. The Chicago General Railway Company operates a line of street cars between 22d and 31st streets (Blue Island avenue and Archer avenue), built by said company under an assignment of an ordinance to the West Chicago Street Railroad Company, dated July 27, 1896, for a period of twenty years.

Ashland avenue, from 31st street to 39th street, is occupied by tracks constructed and operated by the Chicago City Railway Company under an ordinance passed May 26, 1884, expiring twenty years from July 30, 1883, and renewed from July 30, 1903, to December 31, 1904.

The line on Ashland avenue south of 39th street, to 55th street was con-

structed and is operated by the Chicago City Railway Company under ordinance of February 2, 1887, for a period of twenty years.

The two sections of railway line between 12th street and 31st street were constructed and are operated under the ordinance of March 21, 1892, granted to the West Chicago Street Railroad Company.

Under the decision of our Supreme Court in the "Transfer Case" (199 Ill. 484) the city doubtless has the right to compel the Union Traction Company and the Chicago General Railway Company to operate a continuous line of transportation from 12th street to 31st street on Ashland avenue.

As the Chicago City Railway Company is now operating its line between 31st and 39th streets without the authority of an ordinance, the city cannot consistently require it to enter into any operating arrangements with the other companies for the purpose of securing a continuous line of transportation from 12th street south to the end of the street car lines. Nor can Section 1974 of the Municipal Code be invoked, since the line south of 31st street is not owned, leased or operated by the same person, firm, company or corporation that owns, operates or leases either of the other sections of railway on Ashland avenue.

I am therefore of opinion that at the present time the city has no authority to compel the operation of a continuous line of cars on Ashland avenue, from 12th street to the south terminus of the street railway line on Ashland avenue.

Very respectfully,

W. W. De Armond,

Assistant Corporation Counsel.

Approved:

Wm. D. Barge,

Assistant Corporation Counsel.

BOARD OF EDUCATION.

The Board of Education submitted the following:

Board of Education,
January 3, 1907.

To the Honorable, the Mayor and the Aldermen of the City of Chicago, in City Council Assembled:

Gentlemen—The Board of Education of the City of Chicago presents herewith two resolutions unanimously adopted by the Board of Education at a regular meeting held January 2, 1907, authorizing the issuance of warrants against the taxes levied for the year 1906, and requesting the concurrence of the City Council therein.

Attached hereto please find a certified copy of each resolution together with copies of forms of ordinance.

Respectfully,

Board of Education of the City of Chicago.

By Emil W. Ritter,

President.

Attest:

Lewis E. Larson,

Secretary.

Authority to issue warrants against and in anticipation of the taxes levied for school purposes for 1906.

Whereas, The funds for educational purposes are exhausted, and the taxes levied for the year 1906 will not be available to pay salaries and other ordinary necessary expenses of the public schools for the months of January, February and March, 1907, the Committee begs leave to recommend the following resolution for adoption:

Resolved, That the City Council of the City of Chicago be, and the same is hereby requested, to authorize the issuance of warrants against and in anticipation of the taxes levied by the City of Chicago for school purposes for the year

1906, to an amount not exceeding fifty (50%) per cent of the total amount of said tax levy. Such warrants to be issued only in conformity with Section 2 of an act of the General Assembly of the State of Illinois, entitled "An act to provide for the manner of issuing warrants upon the treasurer of any county, township, city, school district, or municipal corporation, and jurors' certificates," approved May 31, 1879, in force July 1, 1879, and all acts amendatory thereof; and further,

Resolved, That the President and the Secretary of the Board of Education be, and they are hereby authorized to sign and execute in due form all warrants issued under these resolutions against said taxes. Said warrants to bear interest at a rate not to exceed five (5%) per centum per annum.

Authority to issue warants against and in anticipation of the taxes levied for school building purposes for 1906.

WHEREAS, The funds for building purposes are exhausted, and the taxes levied for the year 1906 will not be available to pay salaries and other ordinary necessary expenses of the public schools for the months of January, February and March, 1907, the Committee begs leave to recommend the following resolution for adoption:

Resolved, That the City Council of the City of Chicago be, and the same is hereby requested, to authorize the issuance of warrants against and in anticipation of the taxes levied by the City of Chicago for school building purposes for the year 1906, to an amount not exceeding fifty (50%) per cent of the total amount of said tax levy. Such warrants to be issued only in conformity with Section 2 of an act of the General Assembly of the State of Illinois, entitled "An act to provide for the manner of issuing warrants upon the treasurer of any county, township, city, school district, or municipal corporation, and jurors' certificates," approved May 31, 1879, in force July 1, 1879, and all acts amendatory thereof; and further,

Resolved, That the President and the Secretary of the Board of Education be, and they are hereby authorized to sign and execute in due form all warrants issued under these resolutions against said taxes. Said warrants to bear interest at a rate not to exceed five (5%) per centum per annum.

[COPIES OF FORMS OF TWO ORDINANCES ACCOMPANIED THE COMMUNICATION.]

Ald. Bennett moved to pass the ordinance accompanying the communication, authorizing the issuance of warrants againts the taxes levied for school building purposes for the year 1906.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kobout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

ORDINANCE.

WHEREAS, There is not sufficient money in the special fund for school building purposes in the treasury of the City of Chicago to meet and defray the ordinary and necessary expenses of the public schools of the said city; and,

WHEREAS, The Board of Education of

the City of Chicago has, by a resolution duly passed at a regular meeting, requested the City Council to authorize the issuing and disposing of warrants drawn against and in anticipation of the school building taxes for the year 1906, levied by the said city to an amount not exceeding fifty (50%) per cent of the total amount of said tax levy for the purpose of providing a fund to meet and defray the ordinary and necessary expenses of the schools of said city, now, therefore ,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Mayor and the Comptroller be and they are hereby authorized, upon the request of the Board of Education of the City of Chicago, to issue warrants against and in anticipation of the school building taxes already levied by the City of Chicago for the payment of ordinary and necessary expenses of the public schools of said city for the year 1906 (the funds for the purpose having been exhausted), to the extent of fifty (50) per cent of the total amount of said tax levy, such warrants to be issued only in conformity with Section 2 of an act of the General Assembly of the State of Illinois, entitled "An act to provide for the manner of issuing warrants upon the treasurer of any county, township, city, school district, or other municipal corporation, and jurors' certificates," approved May 31, 1879, in force July 1, 1879, and all acts amendatory thereof, and to bear interest at a rate of not to exceed five (5) per cent per annum from the date of the issue until paid.

SECTION 2. This ordinance shall be in force and effect from and after date of its passage.

Ald. Bennett moved to concur in the request and pass the ordinance accompanying the communication, authorizing the issuance of warrants against the taxes levied for school purposes for the year 1906.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

ORDINANCE.

WHEREAS, There is not sufficient money in the special fund for school purposes in the treasury of the City of Chicago to meet and defray the ordinary and necessary expenses of the public schools of the said city; and,

WHEREAS, The Board of Education of the City of Chicago has, by a resolution duly passed at a regular meeting, requested the City Council to authorize the issuing and disposing of warrants drawn against and in anticipation of the taxes for the year 1906, levied by the said city for the ordinary and necessary expenses of the public schools, to an amount not exceeding fifty (50%) per cent of the total amount of said tax levy for the purpose of providing a fund to meet and defray the ordinary and necessary expenses of the schools of the said city; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Mayor and the Comptroller be and they are hereby authorized, upon the request of the Board of Education of the City of Chicago, to issue warrants against and in anticipa-

tion of the taxes already levied by the City of Chicago for the payment of ordinary and necessary expenses of the public schools of said city for the year 1906 (the funds for the purpose having been exhausted), to the extent of fifty (50%) per cent of the total amount of said tax levy, such warrants to be issued only in conformity with Section 2 of the act of the General Assembly of the State of Illinois, entitled "An act to provide for the manner of issuing warrants upon the treasurer of any county, township, city, school district, or other municipal corporation, and jurors' certificates," approved May 31, 1879, in force July 1, 1879, and all acts amendatory thereof, and to bear interest at a rate of not to exceed five (5) per cent per annum from the date of the issue until paid.

SECTION 2. This ordinance shall be in force and effect from and after date of its passage.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted an ordinance establishing the grade of sundry streets.

Which was, by unanimous consent, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A list of assessment rolls filed in the County Court December 28, 1906,

Which was placed on file.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred ordinance licensing electric, gas, gasoline anad naphtha launches used at Chicago Harbor and along the lake front, having had the same under advisement, beg leave to report and recommend the passage of the ordinance as drawn by the Corporation Counsel, and attached hereto:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. No person, firm or corporation shall hire out, or keep for hire or cause to be kept or used for hire, any steam, electric, naphtha, gas, gasoline, sail or row boat, launch or vessel, or any other boat, launch or vessel propelled by any other kind of power for the purpose of conveying or carrying passengers for hire in or about the harbor of the City of Chicago without first having obtained a license for each and every such boat.

SECTION 2. All applications for licenses shall be made to the Mayor, and upon payment by such applicant to the City Collector of a license fee, as hereinafter fixed, a license shall thereupon issue to such applicant, providing the Mayor shall consider such applicant or applicants suitable and proper person or persons, corporation or corporations, to be granted

such license. The Mayor may for cause revoke any or all such licenses.

SECTION 3. There shall be charged and paid to the City of Chicago, on issuing such licenses, by the parties to whom they may be granted, the following sums:

For each steam, electric, naphtha, gas, gasoline, sail or other boat, launch or vessel, of twenty-four tons or more burden, the sum of twenty-five dollars per annum.

For each steam, electric, naphtha, gas, gasoline, sail or other boat, launch or vessel, of less than twenty-four tons burden, the sum of ten dollars per annum.

For each row boat, the sum of two dollars per annum.

SECTION 4. All licenses so granted shall particularly designate the place where the same shall be kept for hire, and no person or persons shall carry on said business at any other place than the one designated in such license.

SECTION 5. Every such boat, vessel or launch kept for hire shall have the number of the license thereof marked on the outside of the same in plain, legible figures not less than five inches in length and three inches in width.

SECTION 6. No person within the City of Chicago with or without license, shall let for hire, or loan, or allow any minor to use any sail boat, row boat or launch in or about the harbor of the City of Chicago without the written consent of the parent or guardian of such minor.

SECTION 7. Any person or persons who shall violate any of the provisions of this ordinance shall be subject to a fine of not less than twenty-five dollars nor more than two hundred dollars for each offense.

SECTION 8. This ordinance shall take effect and be in force from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of sundry persons for refunds of 90 per cent of special assessments paid for laying water pipes, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers for the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund upon identification and proper power of attorney from claimant:

Warrant		
20197	S. P. Braman	$ 46.72
12699	Anna S. Adams	23.58
16977	Victor Rathknecht	41.04
18344	W. M. Cox	10.25
18365	A. J. Stiger	22.50
18470	A. Swanson	10.80
20203	M. D. Stevers	11.46
20372	R. S. Douglas	37.35
20387	C. Steinmeyer	11.25
20434	Title Guar. & Trust Co.	23.76
20434	S. P. Tillotson	10.24
20434	D. W. Storrs	10.24
20493	M. C. Meyer	15.24
20493	P. Marceau	7.62
19362	Anthony Kozel	33.75
21136	E. C. Batchelder	16.61

Warrant.		
21245	F. Bode	34.77
22464	C. F. Swanson	7.68
23043	E. J. Burke	6.56
23608	S. Z. Silversparre	19.60
24795	J. L. Kirkpatrick	60.61
24889	J. C. Smith	58.12
20416	P. Herdian	7.39
20494	Henry P. Kransz	42.91
12699	W. P. Brown	11.79
16965	P. J. Rowan	5.17
16967	R. C. Givens	18.22
16976	Lucie S. Lewis	28.64
18347	T. G. & T. Co	11.25
18353	T. G. & T. Co	22.50
18358	William Schmidt	489.15
19362	T. G. & T. Co	11.25
19362	T. G. & T. Co	11.25
19362	T. G. & T. Co	3.15
20055	G. H. Flint	4.88
20355	F. R. Mueller	13.75
20361	C. W. Hoff	22.00
20368	John E. Johnson	14.52
20368	John P. Emerson	12.51
20375	Peabody H. & Co	8.32
20430	Rhodes Bros. & Co	23.35
20439	F. J. Jindrich	5.58
20493	Charles Schuber	15.24
20569	M. A. Williams Co	98.00
20569	Amos Boyce	109.92
20663	F. E. Hemstreet	26.40
20927	Mead & Co	5.50
21245	S. A. Matson	43.61
21809	E. J. Wiswall	21.17
21982	A. Jackson	12.75
21983	J. M. Patterson	10.19
22477	Mabel W. Sayles	7.72
23235	J. G. Campbell	8.92
23497	Anna M. Russell	18.43
23497	Security T. & T. Co	55.30
24890	Annie O'Leary	19.49
24890	M. J. Huss & F. Koch	81.22
25080	T. M. Munson	13.47
25337	Josie Klotter	19.96
25337	Nels Nelson	20.75

SECTION 2. This ordinance shall be in force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of the Commissioner of Public Works for authority to let contract on public bath at 4226-28 Wallace street, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to let contract for the construction of public bath at 4226-28 Wallace street in excess of the appropriation therefor to the amount of five thousand eight hundred sixty-nine dollars ($5,869.00), in accordance with his request, dated December 28th, 1906, attached hereto, and to include said item of five thousand eight hundred sixty-nine dollars ($5,869.00) in his estimates for the year 1907.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of City Electrician for authority to approve electric light bills of Chicago Edison Company, having had the same under advisement, beg leave to report and recommend the passage of the following order, in accordance with the request and statement of the City Electrician, dated December 29th, 1906, and attached hereto:

DEPARTMENT OF ELECTRICITY,
CHICAGO, ILL., December 29, 1906.

Hon. F. I. Bennett, Chairman, Finance Committee.

DEAR SIR—Supplementing my request for authority to approve bills at 3½ cents per K. W. H. for electric light current furnished the city during the year 1906 by the Chicago Edison Company and the Commonwealth Electric Company, I beg leave to state that the price of 3½ cents per K. W. hour is the best that could be obtained and is a very low price considering that the current is delivered to all parts of the city in various quantities and at all hours, current being furnished to fire engine houses, police stations, pumping stations, etc., places where it is impossible for the city to furnish current from its street lighting stations.

The price is the lowest ever obtained by the city and lower than is given to any other firm or corporation where current is delivered in the City of Chicago under similar conditions.

Respectfully submitted,

WM. CARROLL,
City Electrician.

Ordered, That the City Electrician be and he is hereby authorized and directed to approve all bills for electric current furnished to the City of Chicago by the Chicago Edison Company and the Commonwealth Electric Company, during the year 1906, at the rate of three and one-half (3½) cents per kilowatt hour; and the City Comptroller is hereby authorized and directed to issue warrants to said companies for the amounts due them for such electric current furnished the City of Chicago during the year 1906 as evidenced by bills for the same whereon the approval of the City Electricitn appears, upon proper vouchers signed by the heads of the Departments to which such electric current was furnished; all such bills to be paid out of the appropriation for the year 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of Election Commissioners for additional appropriation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to permit the Election Commissioners to expend in addition to the appropriation heretofore made for the election commissioners' office, the sum of twelve thousand one hundred twenty-three and eighty one-hundredths dollars ($12,123.80), same to be paid from miscellaneous receipts for the year 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of Prosecuting Attorney for additional appropriation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to permit the City Prosecuting Attorney to expend

not to exceed fifteen hundred dollars ($1,500.00) for costs for constable services, etc., in accordance with his request of December 21st, 1906, same to be paid from miscellaneous receipts for the year 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred purchase of site for police station and night soil reduction plant, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the City Comptroller be and he is hereby authorized to purchase lots 23 and 24 of Block 34, Iron Workers' Addition to South Chicago, in S. W. quarter Fractional Section 8-37-15, for a site for police station, at a sum not to exceed two thousand dollars ($2,000.00), subject to general taxes of 1906, in accordance with his recommendation, dated December 17, 1906, and the recommendation of the General Superintendent of Police, dated December 17, 1906, both attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized to purchase lots 11 and 12, Block 20, of Henry Welp's Halsted Street Addition to Washington Heights, being a sub-division of lot 4, of the sub-division of that part of the southeast ¼, Section 5-37-14, for a sum not to exceed twelve hundred dollars ($1,200.00), subject to general taxes for 1906 and special assessments for improvements not yet made, in accordance with his recommendation and the recommendation of the Commissioner of Health, both dated December 17, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in regard to extras on contract of John P. Agnew for the Lawrence avenue conduit, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extras on the contract of John P. Agnew for the Lawrence avenue conduit, Section N, Intercepting Sewers, in the amount of four hundred seventy-three and seventy-three one-hundredths dollars ($473.73) in accordance with the recommendation of the Commissioner of Public Works and City Engineer attached hereto, and the Comptroller is ordered to pay the same.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of John Brown, for compensation for personal injuries, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow to John Brown the time lost on account of injuries received in the Water Pipe Extension Division, September 13th, being twenty-two and fifty one-hundredths dollars ($22.50) and the Comptroller is ordered to pay the same from appropriations for the Water Pipe Extension Division, this voucher not to be issued nor payment made thereon until proper release of all claims against the city has been signed by said John Brown.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of the Estate of Fiorino Ciovino for refund of saloon license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to the Estate of Fiorino Ciovino the sum of two hundred fifty dollars ($250.00), being the equity in license No. 3455, issued for saloon at 3756 Cottage Grove avenue, the proprietor having died and new license taken out by the purchasers of effects, said amount to be paid from miscellaneous receipts for the year 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Thomas J. Claffy and Mrs. Julia Dunlop, for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Comissioner of Health be and he is hereby authorized to allow to J. J. Claffy wages for five days during absence on account of illness, during the month of December, 1906, and to pay to Mrs. Julia Dunlop, sanitary inspector, wages for two days while absent on account of illness, in accordance wtih his several recommendations attached hereto, and the Comptroller is ordered to pay the same from the appropriations for the Health Department.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Margaret Clarke for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Board of Local Improvements be and it is hereby authorized to allow to Margaret Clarke three and one-half days pay, amount ten and fifty one-hundredths ($10.50) dollars, on account of absence from duty caused by illness, in accordance with its recommendation, dated December 19th, 1906,

attached hereto, and the Comptroller is ordered to pay the same from appropriation for salaries in the Board of Local Improvements.

FRANK I. BENNETT,
Chairman.

ALSO,

The same Committee submitted the following report, which was, on motion of Ald. Bennett, defered and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Michael J. Coughlin for wages, having hade the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Board of Local Improvements be and it is hereby authorized and directed to issue a voucher to Michael J. Coughlin for wages as clerk in the Board of Local Improvements, for twenty-four days in March, all of April, May, June, July, August and September, 1906, while absent from duty on acount of illness, and the Comptroller is ordered to pay the same from the appropriation for salaries in the Board of Local Improvements.

This action is taken in accordance with the report of the Board of Local Improvements, and an opinion of the Corporation Counsel, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Angelo Cozzolo, for refund of saloon license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Angelo Cozzolo the sum of sixty-one and eleven one-hundredths dollars ($61.11), being the unused portion of saloon license No. 4474, issued for 314 North Halsted street, and covering the time for which a new license was paid for for 193 North Halsted street, the premises at 314 North Halsted street having been destroyed by fire, same to be paid from miscellaneous receipts for the year 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Frank Hoffman for damages account of track elevation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to allow judgment to be taken against the city in favor of Frank Hoffman in the sum of twenty-five hundred dollars ($2,500.00), in settlement of suit against the city known as general number 218770 in the Circuit Court of Cook County, being for damages to premises known as 296-298 North Centre avenue, by reason of the elevation of the Chicago and North-Western Railroad tracks, in accordance with his recommendation, dated December 21st, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of the Commissioner of Public Works for extension of Jackson & Corbett contract, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with Jackson & Corbett to extend the time for the completion of their contract for the sub-structure of the North Avenue bridge to sixty days (60), from November 11th, 1906, in accordance with his recommendation and the recommendation of the City Bridge Engineer, dated December 28th, 1906, and December 5th, 1906, respectively, both attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in regard to extension of contract of Jackson & Corbett, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with Jackson & Corbett to extend the time for the completion of contract made with Jackson & Corbett for protection of street ends in Rogers Park to May 31st, 1907, in accordance with the recommendation of the Commissioner of Public Works, City Bridge Engineer and Harbor Engineer, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred claim of estate of Michael Kane, for refund of saloon license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay to the estate of Michael Kane, deceased, the sum of two hundred fifty-two and seventy-two one-hundredths ($252.72) dollars, being the equity in the unexpired portion of the saloon license No. 6032, issued to Michael Kane for saloon at 2035 South Clark street, same to be paid from miscellaneous receipts for the year 1906.

This action is taken in accordance with the report of the City Collector, dated December 13th, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of J. R. Lambin for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow seven days pay to J. R. Lambin, for absence on account of illness during the month of December, 1906, and the Comptroller is ordered to pay the same from appropriation for salaries in the Water Department.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in Council Assembled:

Your Committee on Finance, to whom was referred request of the Commissioner of Public Works for allowance of extras, having had the same under edvisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to accept the proposal of McEwen Building and Manufacturing Company for the completion of alterations in cell room of police station at Hudson avenue and Blackhawk street, in accordance with the revised plans and directions of the Police Department and the City Architect, for a sum not to exceed two hundred seventy-eight ($278.00) dollars, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the request of the Commissioner of Public Works, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same commitee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred petition of C. J. O'Connor for wages during absence on account of illness, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to C. J. O'Connor the amount of salary deducted on account of absence from his duties as Chief Clerk in the City Comptroller's office because of illness, during the months of November and December, 1906; same to be paid from the appropriation for salaries in the Comptroller's office.

This action is taken in accordance with the recommendation of the City Comptroller, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same commitee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of John O'Heron & Co. for additional work, having had the same under advisement, beg leave to report and recommend the passage of

the following order, in accordance with the recommendation of the Commissioner of Public Works, and the Engineer in charge, attached hereto:

Ordered, That the Commissioner of Public Works is hereby authorized and directed to issue a voucher in favor of John J. O'Heron & Co. in the amount of $3,117.17, such amount to cover additional work done on the superstructure of the Lake View Crib in connection with his contract for the construction of said superstructure; said work having been authorized by the Commissioner of Public Works, as per his report herewith attached. The Comptroller is hereby authorized to pay said amount from the Water Fund.

FRANK I. BENNETT,
Chairman.

ALSO,

The same commitee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Edward Safranek, for refund of duplicate drug store license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Edward Safranek the sum of five ($5.00) dollars, same being refund of duplicate license taken out for drug store at the southeast corner of Twenty-first place and Lincoln street, and charge same to the Finance Committee Fund, appropriations, 1906.

This action is taken in accordance with the recommendation of the City Collector, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same commitee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of John Weireter, for refund of drug store license, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to John Weireter the sum of five ($5.00) dollars, same being refund of fee paid for drug store license No. 939, same being duplicate license, and charge same to the Finance Committee Fund, appropriations, 1906.

This action is taken in accordance with the recommendation of the City Collector, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same commitee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of the Commissioner of Public Works for transfer in appropriation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in the appropriation for the Bureau of Streets:

From Account 34, Extraordinary 26,

the sum of twenty thousand three hundred ($20,300.00) dollars as follows:

To appropriation for First Ward	$14,000.00
To appropriation for Seventh Ward	1,000.00
To appropriation for Twenty-second Ward	1,000.00
To appropriation for Twenty-fifth Ward	1,500.00
To appropriation for Twenty-sixth Ward	1,400.00
To appropriation for Thirty-fifth Ward	1,400.00

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of the Commissioner of Public Works for transfers in appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriation for the Department of Public Works, in accordance with his several requests, dated December 26th, 1906, and December 28th, 1906, attached hereto.

From 42 Ext. 27 B, $8,000.00 to	
42 L, Two Mile Crib repairs	$3,500.00
42 N, Four Mile Crib repairs	3,000.00
42 T, Carter H. Harrison Crib repairs	1,500.00
From 34 P. P. Bureau of Sewers to 34 Q. Q.	1,000.00
From 34 F. F. 1, to 34 M. M. 1.	800.00
From 34 F. F. 1, to 34 G. G. 1.	500.00
From 34 F. F. 1, to 34 I. I.	500.00

FRANK I. BENNETT, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion, of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of the Commissioner of Public Works for transfers in appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from appropriation for engine house at Commercial and Baltimore avenues to appropriation for engine house at No. 740 Winnemac avenue, the sum of twenty-one hundred dollars, in accordance with the request of the Commissioner of Public Works, dated December 28th, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred transfer in Corporation Counsel's appropriation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from the appropriation for salaries in the Corporation Counsel's office, to Miscellaneous Expense, Corporation Counsel's office, the sum of

twenty-five hundred ($2,500.00) dollars, in accordance with the request of the Corporation Counsel, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred requests of the Fire Marshal for transfers, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriation for the Fire Department, in accordance with the several requests of the Fire Marshal, dated December 28th, 1906, and attached hereto.

From Fund D. D. Salaries to Fund K, repairs to buildings and fireboats	$25,000.00
From Fund H, Salaries to Fund K, repairs to buildings and fireboats	12,000.00
From Fund 45, Austin, to Michigan avenue and Fourteenth street	849.19
No. 6017-19 State street	1,200.91
Jefferson	732.78

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred claims of George Hinchliff & Co. for extras on Fullerton Avenue Electric Light Plant; Alexander C. Ramsey for installing service pipes (adverse recommendation of the Commissioner of Public Works attached); petition of South Chicago City Railway Company for decrease of compensation; claim of J. J. Keefer for damage to property, account of the removal of curb stone (adverse recommendations of the Corporation Counsel attached); Atlas Wine and Liquor Company for refund of liquor license, and Mrs. Kate Knox for refund of restaurant license; William Nugent for damages on account of flooded basement; J. Tetford for damages, account of burst water main; Critchell, Miller, Whitney & Barbour for abatement of claim for insurance tax (adverse opinion of the Corporation Counsel attached); Anton Kacin for payment of special assessment bonds; R. D. Hocking for installing service pipes (adverse recommendation of the Commissioner of Public Works attached); Dillon & Conlan for payment of special assessment vouchers (report of the Comptroller showing warrant overdrawn attached); Minnie Wedemeyer for rebate of special assessment (report of the Board of Local Improvements, "no rebate due" attached); Amelia Lind for payment of 90 per cent on special assessment (report of the Board of Local Improvements that "same is in process of collection on original receipt" attached); A. E. Brown, William Schmidt for refund of 90 per cent on special assessments and Fred Burgess for refund of special assessment payment (adverse recommendations of the Board of Local Improvements attached); and protest against night soil reduction ordinance, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys,

West Division, to whom was referred order, Gardner Metal Company, permit to erect fence, having had the same under advisement, beg leave to report and recommend that the order do pass:

Ordered, That the Commissioner of Public Works be and he is hereby directed to permit the erection of a fourteen (14) foot high fence in the rear of 456 West Lake street, owned by Gardner Metal Company.

A. J. HARRIS,
Chairman.

ALSO,

The same committee, to whom was referred a communication requesting that a special committee be appointed to consider the question of a new passenger station for the Chicago and Northwestern Railway Company, submitted a report recommending that the ordinance be placed on file.

Ald. Harris moved to concur in the report.

The motion prevailed.

TRACK ELEVATION.

The Committee on Track Elevation, submitted the following report, which was, on motion of Ald. Kohout, deferred and ordered published:

CHICAGO, January 2, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Special Committee on Track Elevation, to whom was referred an amendatory ordinance changing the height of subway in Washtenaw avenue, under the Chicago Terminal Transfer Railroad, having had the same under advisement, beg leave to report and recommend that the same do pass:

AN ORDINANCE

To amend an ordinance entitled "An ordinance requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbed and tracks within the City of Chicago," passed December 10, 1906, and published on pages 2260 to 2272, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbed and tracks within the City of Chicago," passed December 10, 1906, and published on pages 2260 to 2272, inclusive, of the official records of the Council Proceedings of the City of Chicago, be and the same is hereby amended as follows:

Amend Section 4a, in the right hand column of page 2262, under the head of Subway in Washtenaw Avenue, by striking out the figures "2.9" in the second line, and in lieu thereof insert the figures "3.9"; also strike out the figures "10.6" in the fifth line, and in lieu thereof insert the figures "9.6"; also strike out the figures "12.0" in the last line, and in lieu thereof insert the figures "13.6."

SECTION 2. All the provisions of the ordinance as passed December 10, 1906, hereby amended, shall apply to the things provided for and embraced in this ordinance unless otherwise herein specially provided; and the rights, obligations, powers and duties of the City of Chicago and said railroad company shall be the same in all respects as if said ordinance of December 10, 1906, and this ordinance had originally contained all the matters and things embraced in this ordinance; and the said ordinance of December 10, 1906, and this ordinance shall be construed together the same as if this ordinance had been embodied in said ordinance hereby amended.

SECTION 3. This ordinance shall take effect from and after its passage and approval.

J. F. KOHOUT, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Kohout, deferred and ordered published:

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

CHICAGO, January 2, 1907.

Your Special Committee on Track Elevation to whom was referred an ordinance in favor of the Chicago and Illinois Western Railroad, having had the same under advisement, beg leave to report and recommend that the same be placed on file and that the substitute ordinance hereto attached do pass:

AN ORDINANCE

Authorizing the Chicago and Illinois Western Railroad to construct, maintain and operate a railway across certain streets and alleys in the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted unto the Chicago and Illinois Western Railroad, a corporation organized under and by virtue of the laws of the State of Illinois to construct, maintain and operate for a period of twenty (20) years from the passage, approval and acceptance of this ordinance, a railroad with two or more tracks, not exceeding four in all, as the said railroad may from time to time determine to be necessary, with such curves, spurs, side tracks, switches, sidings, turnouts, connections, telegraph wires, poles, telephones, signal and other devices as the said company may deem necessary for the operation of its said railroad; said telegraph and telephone poles to be placed on said right-of-way only, and no wire shall cross any street, alley or public place at a height less than twenty-two (22) feet above the grade of such street, alley or public place if paved or graded and the same height above the general level of the prairie where streets or alleys are not graded.

Paragraph 1. Beginning at the north and south center line of the west half (W. ½) of Section thirty-four (34), Township thirty-nine (39) north, Range thirteen (13), east of the third (3d) Principal Meridian, said line being the division line between the City of Chicago and the Town of Cicero, and continuing eastward parallel with, south of and adjacent to the south right-of-way line of the Chicago, Madison and Northern Railroad Company (Illinois Central Railroad Company) to a point three hundred (300) feet west of the Chicago, Madison and Northern Railroad (Illinois Central Railroad) thence by a four (4) degree curve to the left to a grade crossing with the Atchison, Topeka and Santa Fe Railway or its lessee the Illinois Northern Railroad and the Chicago, Madison and Northern Railroad (Illinois Central Railroad), thence by a four (4) degree curve to the right to a point of tangent seven hundred and fifty (750) feet, more or less, east of the Atchison, Topeka and Santa Fe Railway or its lessee the Illinois Northern Railroad, thence still eastward by a line parallel with, north of and adjacent to the original north right-of-way line of the Chicago, Madison and Northern Railroad Company (Illinois Central Railroad Company) to a point one hundred and fifty (150) feet east of Kedzie avenue, thence by a line curving toward the left to a line parallel with, north of and adjacent to the north right-of-way line of the Sanitary District of Chicago, thence along this last mentioned line to a curve to the left, connecting with the Pittsburgh, Cincinnati, Chicago and St. Louis Railway near Western avenue, as shown on plats

hereto attached and made part of this ordinance, on, along, over, upon, and across such lots, lands and property as said Chicago and Illinois Western Railroad, its successors, assigns, or lessees now own or may hereafter acquire by lease, purchase, condemnation or otherwise.

Paragraph 2. The Chicago and Illinois Western Railroad is hereby authorized to operate said railroad with steam or such other motive power as it shall deem best; the privileges hereby granted, however, shall be enjoyed subject to all general ordinances that now are or hereafter may be enforced concerning railroads in the City of Chicago; and the proper authorities of the City shall have the right at any time to cause water supply pipes, gas pipes, and other necessary public improvements to be laid through, or across the route and right-of-way of said Chicago and Illinois Western Railroad at such points as it may select without any proceedings to condemn the property of said railroad for such purposes and without any compensation to said railroad or damage being paid therefor. The proper city officers shall have the right to lay out and open any new street or streets across the route and right-of-way of said Chicago and Illinois Western Railroad without any proceedings to condemn the same and without any compensation to said railroad for land taken or damage being paid therefor; and said railroad shall keep the crossings at such new streets in the same condition as provided by ordinance for streets that are crossed by railroads at grade.

Paragraph 3. The rights and privileges hereby granted to the Chicago and Illinois Western Railroad are upon the express condition that said Chicago and Illinois Western Railroad will elevate its roadbed and tracks as provided for in this ordinance, and shall from time to time hereafter, when required by the City Council of the City of Chicago, elevate that part of its roadbed and tracks wherein it is permitted to cross streets, alleys and public property at grade, to a height that will permit the traffic of the city to pass underneath its roadbed and tracks uninterrupted.

Beginning at a point in the center line of the west half (W. ½) of Section thirty-four (34), Township thirty-nine (39), North, Range thirteen (13), East of the Third (3d) Principal Meridian, said line being the division line between the City of Chicago and the Town of Cicero, as specified in Paragraph 1, at an elevation of about 19.4 feet above city datum, from said initial point the roadbed and tracks of said Chicago and Illinois Western Railroad shall continue in an easterly direction on a level for a distance of about seven-hundred (700) feet to a point about in the east line of South Forty-fifth avenue where the same elevation of 19.4 feet above city datum shall be maintained, and crossing at grade in said mentioned course the roadbed and tracks of the Belt Railway Company of Chicago; thence said roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.10 per centum for a distance of about four thousand, three hundred (4,300) feet to a point about on the west line of Avers avenue where an elevation of about 15.0 feet above city datum shall be attained; thence said roadbed and tracks shall continue in an easterly direction on a level for a distance of about one thousand two hundred (1,200) feet to a point about one hundred and fifty (150) feet east of the center line of Lawndale avenue where the same elevation of 15.0 feet above city datum shall be maintained; thence said roadbed and tracks shall continue in an easterly direction on an ascending gradient of about 0.123 per centum for a distance of about seven hundred (700) feet to a point where an elevation of 15.86 feet above city datum shall be attained; thence said roadbed and tracks shall continue in

an easterly direction on an ascending gradient of about 0.389 per centum for a distance of about two thousand three hundred and fifty (2,350) feet to a point about fifty (50) feet west of the west line of South Kedzie avenue where an elevation of about 25.0 feet above city datum shall be attained, and in said last mentioned course crossing at grade the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company or its lessee the Illinois Northern Railroad Company and the Chicago, Madison and Northern Railroad Company (Illinois Central Railroad Company); thence said roadbed and tracks shall continue in an easterly direction on a level for a distance of about one thousand six hundred (1,600 feet to a point about eight hundred (800) feet east of the center line of the Bent bridge across the collateral ditch where the same elevation of 25.0 feet above city datum may be maintained; thence said roadbed and tracks shall continue in an easterly direction and on a level for a distance of about two thousand nine hundred (2,900) feet to a point about on the south line of Thirty-first street, where an elevation of about 25.0 feet above city datum shall be attained; thence said roadbed and tracks shall continue in an easterly direction curving to the north on a descending gradient of about 0.67 per centum for a distance of about six hundred (600) feet, more or less, to a connection with the roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company near Western avenue at an elevation of about 21.0 feet above city datum to the top of the rail, in accordance with plan hereto attached and made part of this ordinance.

Paragraph 4. Said railroad is hereby authorized to make such changes in the position and alignment of its main and side tracks, switch and "Y" connections as may be desirable in order to carry out the provisions of this ordinance.

Paragraph 5. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Section 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, broken-stone or whatever else may compose the surplus materials excavated from the subways and from the foundation pits and trenches along the line of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right-of-way of said company such portion of said embankments at all such points shall be kept within said right-of-way lines by, or they shall be confined between retaining walls of stone, concrete or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to properly protect said right-of-way and to prevent trespassing thereon, then said retaining walls as aforesaid shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all the right-of-way of said railroad shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

Section 3. The said elevated tracks shall be carried across all intervening streets, avenues and alleys which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans whose superstructure shall consist of iron or steel girders with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suit-

able device shall be provided to prevent storm-water, oil, dirt and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad's right-of-way and in center and curb lines of the intersecting avenues and streets; and said Chicago and Illinois Western Railroad shall light and keep in repair all subways underneath its elevated roadbed and tracks.

SECTION 4. Paragraph 1. Subways shall be constructed beneath the tracks of the Chicago and Illinois Western Railroad where said tracks are intersected and crossed by South Kedzie avenue, South California avenue, Thirty-first street, and Marshall boulevard.

Paragraph 2. At the intersection of South Forty-fifth avenue, the sixteen (16) foot alley midway between Hamlin and Bonney avenues, Bonney avenue, the sixteen (16) foot alley between Bonney and Lawndale avenues, and Lawndale avenue with the roadbed and tracks of said Chicago and Illinois Western Railroad there shall be constructed grade crossings which shall conform and be in accordance with the description and specifications, dimensions and other particulars contained in the schedule set forth in Section 4a of this ordinance.

SECTION 4a. The several subways and street grade crossings hereinbefore referred to in Section 4 of this ordinance and which shall be constructed with the roadbed and tracks upon which such tracks are to be placed, shall as to their size, dimensions, locations and other details be in accordance with the following schedule:

Subway in South Kedzie Avenue, Under the Chicago and Illinois Western Railroad. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 10.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South California Avenue, Under the Chicago and Illinois Western Railroad. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 10.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this

level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Thirty-first Street, Under the Chicago and Illinois Western Railroad. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 8.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection wtih the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Marshall Boulevard, Under the Chicago and Illinois Western Railroad. (Boulevard, 250 Feet Wide).

This subway shall be constructed in accordance with plans and specifications agreed upon between the West Chicago Park Commissioners and the above named railroad.

Grade Crossings over the Roadbed and Tracks of the Chicago and Illinois Western Railroad. (Streets, 66 Feet Wide).

The Chicago and Illinois Western Railroad shall construct at the intersections of the streets and alleys named in Section 4, Paragraph 2 of this ordinance, with the roadbed and tracks, a sufficient crossing of said streets and alleys and approaches from the north and south in said streets and alleys upon a gradient from the surface of said streets and alleys of not to exceed 3.5 feet in 100 feet;

said crossings shall be well and sufficiently planked the width of said streets a alleys from gutter to gutter between and on the outside of its tracks, so as permit vehicles to freely and safely cross the same; and shall keep the enti width of its right-of-way on any and all streets, alleys and highways crossed its tracks during all the time to which the privileges hereby granted shall exte whether such streets and alleys are now, or may hereafter be laid out, in go condition and repair in accordance with the terms of this ordinance; and the sa Chicago and Illinois Western Railroad shall properly light said grade crossin under the direction of the Commissioner of Public Works and shall comply wi any order or regulations that may be adopted by the City Council of the City Chicago or ordered by the Commissioner of Public Works of said city in relati to such repairs.

SECTION 4b. The grade of all the streets that intersect the approaches subways as described in Section 4a of this ordinance, shall be depressed so as conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there sh be constructed a vertical curve where the head of the approaches connects with t present grade of street and said vertical curve shall extend not less than twen (20) feet each side of said intersection of grades and the middle ordinate of t vertical curve shall be equal to one-half the difference between the elevation of t points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be quired for the depression of such subways and approaches thereto. But the pressed portion of the streets shall be restored to serviceable condition for the of the public as soon as practicable, and all water pipes, conduits, sewers a similar substructures belonging to the city that may be disturbed by such ex vations or required to be moved or deflected from the position in which they found, shall be replaced or suitable expedients and arrangements shall be devis and provided to restore them as fully as may be to their former state of usef ness, but the gradients of the sewers shall not be reduced in any event. All su work shall be done by said railroad indicated in Section 4a, at its sole exper and under the immediate supervision and to the entire satisfaction of the Co missioner of Public Works of the City of Chicago. And if in the constructi of any of said subways or approaches it shall become necessary to disturb, move or destroy any pipes, conduits, wire or other property belonging to a private corporation or individual, all the cost and expense thereof and all da ages thereto shall be borne and assumed by the City of Chicago and the said c will by condemnation, purchase or otherwise, secure to said railroad company free and uninterrupted right to prosecute its work and will save the said ra road harmless from any and all claims, demands and suits arising therefrom a all damages which may be recovered therefor.

SECTION 6. The grade of all the streets and alleys in which any subwa are to be built in accordance with the provisions of this ordinance, or where stre shall be depressed in accordance with the provisions of this ordinance along line of the several subways, shall be and the same are hereby changed so as conform to the grades of said subways as they shall be depressed and construc pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several depres subways provided for in this ordinance, by the construction of receiving basins pr erly located in or immediately adjacent to said subways which said receiving bas

shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways shall be below the grade of the adjacent sewers, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said Chicago and Illinois Western Railroad at its own expense.

SECTION 8, Paragraph 1. The subways and approaches thereto so to be constructed by said Chicago and Illinois Western Railroad in said streets and avenues aforesaid shall all conform to the following structural requirements, viz.: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound, hard limestone or concrete masonry of standard dimensions and finish, and the sidewalks in the subways shall be finished and paved with Portland cement concrete of standard quality and workmanship; and the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago. The approaches to subways shall be excavated to the grade established by this ordinance and shall be in all other respects restored as near as may be to their former condition before being so excavated. Said Chicago and Illinois Western Railroad shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars conditioned that it shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, said railroad hereby agrees to keep and maintain the improvement made by it without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for the period of ten (10) years from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned by or through the use of faulty material or workmanship; provided, however, said railroad shall not be required to keep or maintain any part of said improvement made under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago.

If said Chicago and Illinois Western Railroad shall fail, neglect or refuse to repair, keep and maintain the said work done by it in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissoner of Publc Works may proceed to do, or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from the said railroad as is mentioned in this ordinance.

Paragraph 2. As to the streets in this section mentioned which are already

paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said Chicago and Illinois Western Railroad except that said railroad is not required to restore any part of the paving of approaches or subways which it may be the duty of any street railway company or other corporation itself to restore under existing laws and ordinances.

Paragraph 3. Said Chicago and Illinios Western Railroad shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said railroad as is mentioned in this ordinance, except that said railroad shall not be required to pave any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by said elevated railroad shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages conform the grade of its track or tracks to the said change of grade of said street and nothing in this ordinance shall operate or be held to relieve such street railway companies from any liability now existing, however created, to pave or bear the expense of paving such streets between or on either side of the rails of its said tracks in the manner and form as now required.

Paragraph 5. Said Chicago and Illinois Western Railroad and any contractor employed by it in the execution of the work herein required to be done shall have the right in the performance of ay work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

Section 9. All the work hereinbefore in this ordinance required to be done by said Chicago and Illinois Western Railroad or in connection with the public avenues and streets of the city, shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance so far as this ordinance contains specific provisions, and in the absence of such specific provisions if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

Section 10. Permission and authority is hereby given to said Chicago and Illinois Western Railroad whenever the same shall be necessary in the prosecution of the work which it is herein authorized or required to perform, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works, and it is also hereby authorized whenever the same shall be necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of its said elevated railroad tracks, subject to like approval of the Commissioner of Public Works.

Section 11. The permission and authority hereby granted are upon the further

express condition that the said Chicago and Illinois Western Railroad, its successors, lessees and assigns shall and will forever indemnify and save harmless the City of Chicago against any and all damages, judgments, decrees and costs and expenses of the same which it may suffer or which may be recovered or obtained against said city by reason of the granting of the privileges herein contained or for or by reason of or growing out of or resulting from the exercise by the said Chicago and Illinois Western Railroad of the privileges hereby granted or for or by reason of or growing out of or resulting from the passage of this ordinance or any matter or thing connected therewith, or for any act or acts of said Chicago and Illinois Western Railroad, its servants or agents, under or by virtue of the provisions of this ordinance.

Section 12. When said railroad in Section 1 of this ordinance mentioned shall have elevated its tracks in accordance with this ordinance, so that the same shall be ready for use, then and thereupon all provisions of the ordinances of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, the ringing of locomotive bells, the use of train or engine lights, the sounding of signals before starting trains, and the maintenance of gates, flagmen, watchmen, signals and signal towers shall cease to be applicable to said railroad where the roadbed and tracks are elevated, provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons save employes of said Chicago and Illinois Western Railroad in the discharge of their duties, to enter or be upon or to walk along or across the roadbed and tracks of said railroad at any place where the same are elevated. If any person shall willfully trespass upon said elevated roadway such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one hundred dollars for each and every offense. And provided, further, that nothing herein contained shall relieve said Chicago and Illinois Western Railroad, its successors, lessees or assigns from full compliance with any and all oridnances of the City of Chicago relating to the speed of trains and other incidents of operating railroads wherever the railroad company, its successors, lessees or assigns shall operate at grade.

Section 13. The permission and authority hereby granted are upon the express condition that the tracks hereby authorized shall be laid and in operation within three (3) years after the passage, approval and acceptance of this ordinance, but should the operation of the said tracks or any portion thereof be delayed by strike or strikes, riot or riots, or unavoidable accidents, or restrained by injunction or order or process of a court of competent jurisdiction, the time during which said railroad shall be so prevented as aforesaid, shall be added to the time hereby limited for the completion of said work; provided said Chicago and Illinois Western Railroad give notice to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction or restraining order or for any other proper order in such suit. And it is further distinctly understood and agreed that if said Chicago and Illinois Western Railroad shall be delayed in the prosecution of said work required to be done under the provisions of this ordinance by

reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or any of its officers by this ordinance in respect to the work herein required to be done by said railroad, then and in that case the time during which said railroad is delayed shall be added to the time specified for the completion of said work during which said railroad is required by the terms of this ordinance to complete said work.

SECTION 14. This ordinance shall not take effect until after the Chicago and Illinois Western Railroad shall have executed a good and sufficient bond to the City of Chicago in the penal sum of twenty-five thousand ($25,000) dollars subject to the approval of the Mayor, conditioned that said railroad will observe, perform and carry out the provisions of this ordinance, and will pay all damages for which said city may become liable to any person or persons by reason of the said railroad entering or running through the portion of said city as aforesaid, or by reason of said Chicago and Illinois Western Railroad constructing, laying down, maintaining, operating or using said railroad track or tracks within said city, and conditioned also for the payment of all damages which may arise to the City of Chicago on account of any judgment or decree against said city, including all costs and expenses connected with the same that may at any time be obtained by any person or persons whomsoever by reason of said Chicago and Illinois Western Railroad constructing, laying down, maintaining, operating or using said railroad tracks as provided for herein.

SECTION 15. This ordinance shall take effect when the Chicago and Illinois Western Railroad shall file the bond herein required in Section 14 and accept in writing, the terms and conditions of this ordinance; provided, that if said Chicago and Illinois Western Railroad shall not file an acceptance, in writing, of this ordinance, and the bond herein required, within sixty (60) days from the passage hereof, then this ordinance shall be of no force and effect and all the rights herein granted shall absolutely cease and determine.

J. F. KOHOUT,
Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Kenna presented an ordinance for the erection of a team scale by the Boston Store, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to I. Bezach to erect and maintain a board sign at 148 South State street, said sign to be 5 feet by 3 feet. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Michigan Central Railway Company to erect a wire netting sign 25 feet 4 inches by 7 feet on the third floor of the building situate on the northeast corner of South Water and Center streets; said wire net-

ting sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Coughlin presented the claim of Henry P. Downey for loss of horse, which was

Referred to the Committee on Finance.

SECOND WARD.

Ald. Dixon presented orders for paving the alley between South Park avenue and Vernon avenue, and 32d and 33d streets, and for paving the alley between Prairie and Calumet avenues, from 30th street south, which were

Referred to the Board of Local Improvements.

Ald. Dixon moved that the ordinance for paving La Salle street, from Archer avenue to 39th street, placed on file February 26, 1906, page 2737, be taken from file and recommitted to the Committee on Streets and Alleys, South Division.

The motion prevailed.

THIRD WARD.

Ald. Pringle presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to cause street lights to be installed at the following subways: 32d street and Pennsylvania tracks; 33d street and Pennsylvania tracks; 35th street and Pennsylvania tracks; 37th street and Pennsylvania tracks; 38th street and Pennsylvania tracks.

Ald. Pringle presented an order for paving the alley between Forrest and Prairie avenues, and 33d and 35th streets, which was

Referred to the Board of Local Improvements.

Ald. Pringle presented a protest of certain property owners against the laying of street railway tracks in Langley avenue or 38th street, which was

Referred to the Committee on Local Transportation.

FIFTH WARD.

Ald. Martin and McCormick presented an order for an appropriation of $200,000 for a bridge across the Chicago River at 35th street, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On the south side of 35th street, from South Sacramento avenue to South Francisco avenue, etc.

By unanimous consent, on motion of Ald. Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

SIXTH WARD.

Ald. Young presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be directed to issue a per-

mit to T. E. Wells, to install four ornamental electric light lamp posts in front of his building, located on the south side of Forty-seventh street, and between Forrestville avenue and St. Lawrence avenue, one post to be located at the southeast corner of Forty-seventh street and Forrestville avenue, one post in front of 558 East Forty-seventh street, one post in front of 564 East Forty-seventh street, and one post at the southwest corner of Forty-seventh street and St. Lawrence avenue; said posts, and also the lights to be installed and maintained at the expense of said T. E. Wells, and without expense to the City of Chicago.

SEVENTH WARD.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to the several officers and employes of the City of Chicago, on account of their salaries and compensation, respectively, for the month of January, 1907, seventy-five (75) per cent of the amount per month authorized to be paid for the fiscal year, ending December 31st, 1906, subject, however, to such changes as may be made in such salaries and compensation by the general appropriation ordinance for the fiscal year of 1907. All reductions which shall be made by said general appropriation ordinance to be charged against the salary and compensation for the month of February, 1907, of the person whose pay may be reduced, and the Comptroller shall also pay the necessary current expenses of the City Departments, and all judgments rendered against the city, until the passage of the appropriation bill for 1907.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Bennett presented the following communication and order:

CHICAGO, Ill., January 2, 1907.

Hon. F. I. Bennett, Chairman Finance Committee.

DEAR SIR—If consistent, kindly have the attached order passed through the next meeting of the City Council so as to authorize the payment of the Commonwealth Electric Company's bills for rented arc lights during the year 1906.

The rate of $90.00 per lamp per annum has been voluntarily made by that company and is $13.00 per lamp per year lower than any rate the city has obtained during the past six years, in which the rate has been $103.00 per year. Previous to that time it was considerably higher.

This is the best rate we have been able to obtain and, in my opinion, under present conditions, it is reasonable.

Very truly yours,

WM. CARROLL,
City Electrician.

P. S.—The amount involved in the above order is $48,810.61, approximately.

Ordered, That the City Electrician be and he is hereby authorized and directed to approve all bills for rented electric arc lights furnished to the City of Chicago by the Commonwealth Electric Company, during the year 1906, for pub-

lic street lighting, at the rate of ninety ($90.00) per lamp per annum; and the City Comptroller is hereby authorized and directed to issue warrant to said company for the amount due it for such rented electric arc lights furnished the City of Chicago during the year 1906, as evidenced by bills for the same whereon the approval of the City Electrician appears, upon proper voucher signed by said City Electrician; all such bills to be paid out of the appropriation for the year 1906.

Ald. Bennett moved to pass the order.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Bennett presented the following communication and order:

CHICAGO, Ill., January 2, 1907.

Hon. F. I. Bennett, Chairman Finance Committee.

DEAR SIR—Will you kindly introduce for passage at the Council meeting tonight the attached orders for transfers in the appropriation for the Department of Electricity?

These transfers are necessary to straighten out the accounts with proper charges for the year 1906.

By so doing you will greatly oblige.

Very truly yours,

WM. CARROLL,
City Electrician.

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriation for the Department of Electricity for the year 1906:

From Fund "36 J, Carbons" to "36 Z, Plant No. 4, other operation," the sum of.....	$ 100.00
From Fund "36 J, Carbons" to Fund "36 FF, Plant No. 8, repairs and renewals, steam plant," the sum of.....	500.00
From Fund "36 J, Carbons" to Fund "36 KK, R. A. Waller Plant, repairs and renewals, steam plant," the sum of....	300.00
From Fund "36 E, Electric Light System, Supt's, etc.," to Fund "36 MM, R. A. Waller Plant, Salary," the sum of...	100.00
From Fund "36 Y, Plant No. 4, Coal," to Fund "36 II, Plant No. 8, Coal," the sum of....	1,585.00
From Fund "36 DD, Plant No. 6, Coal," to Fund "36 II, Plant No. 8, Coal," the sum of....	185.00
From Fund "36 DD, Plant No. 6, Coal," to Fund "36 NN, R. A. Waller Plant, Coal," the sum of	797.00

Ald. Bennett moved to pass the order.

The motion prevailed.

Ald. Bennett presented the following order:

Ordered, That an order heretofore passed by this Council on December 10, 1906, and shown at page 2331 of the Council Proceedings of that date, authorizing the City Comptroller to purchase certain sites for police stations be and the same is hereby rescinded, and made of no effect in so far as the same relates to the purchase of property known as 4938 and 4940 State street.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin,

McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Bennett presented the claims of Dennis Conway for compensation for personal injuries, and Schwarzchild and Sulzberger for rebate of water tax, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with slag macadam Calumet avenue, from the Pittsburgh, Fort Wayne and Chicago Railway to 69th street.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect two boulevard gas lamps in front of the Norwegian Church, Sherman avenue, between 79th and 80th streets.

Ordered, That the Commissioner of Public Works be and he is hereby directed to compel the Pennsylvania, Lake Shore and Michigan Southern and Baltimore and Ohio Railroad Companies to erect a foot bridge over their right of way on a line with 102d street in the Eighth Ward, for the purpose of allowing citizens residing south of their tracks to reach Calumet Park with safety.

Ald. Moynihan presented the claim of Samuel R. Harlow for refund of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Derpa presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place two electric arc lights in front of St. Francis De Salle's Church at 10128 Ewing avenue.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets, as follows, to-wit: On the south side of 99th street, from Commercial avenue to Escanaba avenue, etc.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty,

Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

NINTH WARD.

Ald. Fick presented the claims of Charles Dietz for royalties, and of Fanny Rochofsky for rebate of water tax, which were

Referred to the Committee on Finance.

TENTH WARD.

Ald. Scully and Hurt presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to proceed with the erection of the public bath in the Tenth Ward in accordance with the order passed by the City Council in the annual appropriation bill of 1906.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the Superintendent of Transportation be and he is hereby directed to report to the City Council why he has not complied with the order in reference to rerouting the Blue Island avenue cars, passed by the City Council December 10th, 1906.

ELEVENTH WARD.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

Ordered, That the Committee on Compensation report to this Council at its meeting to be held January 14th, 1907, upon the two ordinances submitted by the Corporation Counsel to this Council on March 19th, 1906, relating to licensing of telegraph poles and wires located in the public streets and alleys of the city.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

WHEREAS, The Local Board of Improvements is pushing the proposed improvement of Ashland avenue, between 22d street and Archer avenue, to the end that the work may be completed during the present year; and,

WHEREAS, The necessity of through routing of cars with one fare from the extreme north to the extreme southern terminus of said avenue have for a long time been urged upon the three companies now operating on said street but without avail; and,

WHEREAS, The section relating to through routes in the recent revised draft of form for proposed ordinance covering the various lines of street cars operating in said avenues is the following: "Provided, that the companies shall be required to operate said through lines across or over any river only where the said city or some third party shall provide and maintain a bridge across the same upon which it may operate its cars"; and,

WHEREAS, The present bridge across the old Illinois and Michigan Canal at Ashland avenue and the culvert at the old pumping station are in a state of more or less decay, the bridge being too weak to sustain the modern electric cars and the culvert in such a condition as to require rebuilding; therefore, be it

Ordered, That the Finance Committee be and it is hereby ordered to include in the annual budget for 1907 a sum not to exceed ($75,000.00) seventy-five thousand dollars, to cover the cost of a construction of a new culvert and a suitable bridge and approaches thereto over the canal at that said point of sufficient

strength and width to carry a double track railway and modern cars.

Ald. Cullerton presented an order for the employment of an expert on asphalt paving, at a salary of not to exceed ten thousand dollars per year, which was

Referred to the Committee on Finance.

Ald. Hoffman presented the following order, which was, on motion, duly passed:

Ordered, That the Chief Sanitary Inspector of the City of Chicago and his first assistant be and they are hereby authorized to attend a convention of the American Society of Plumbing Inspectors and Sanitary Engineers in the city of Cleveland, O., on January 8th, 9th and 10th, 1907, and also to visit New York City and Boston to investigate fertilizing and rendering plants in operation in said cities. The expense of said trip to be paid by the City of Chicago.

TWELFTH WARD.

Ald. Zimmer presented the following ordinance:

WHEREAS, An ordinance was passed on March 12th, 1906, vacating all that part of Block five (5) in McMahan's Subdivision of the west half of the west half of the southeast quarter of Section 24, Township 39 North, Range 13, East of the Third Principal Meridian, that abuts upon Lots 43, 42, and the north eight feet of Lot 41, in consideration that the beneficiary thereof, Vaclav Lala, should within sixty days file with the Recorder of Deeds of Cook County, Illinois, a plat, properly certified and acknowledged, showing the vacation and the dedication as a public alley of the south 16 feet of said Lot 41, above mentioned, and within said time pay to the City Comptroller of the City of Chicago, the sum of $203.68 as compensation for the difference vacated and dedicated and should also within said time open said dedicated alley to the public for use and improve same under the supervision and to the satisfaction of the Commissioner of Public Works, and that said alley or the land abutting thereon should not be used for coal yard purposes; and,

WHEREAS, Said Vaclav Lala did on March 15th, 1906, properly certify and acknowledge a true and correct copy of the plat attached to said ordinance showing said vacation and dedication as provided for in said ordinance and on April 2, 1906, did pay to the City Comptroller of the City of Chicago said $203.68, and did before May 12, 1906, open said dedicated alley to the public for use and improve the same under the supervision and to the satisfaction of the Commissioner of Public Works; and,

WHEREAS, Said Vaclav Lala, while waiting for a certificate from the Commissioner of Public Works as to the opening and improvement of the new alley failed to record the plat certified and acknowledged by him, as required by said ordinance, until August 3, 1906; and,

WHEREAS, Some question may hereafter arise as to the effect of not recording said plat within said sixty days; therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of the alley in Block 5 in McMahan's Subdivision of the west half of the west half of the southeast quarter of Section 24, Township 39 North, Range 13, East of the Third Principal Meridian, that abuts upon Lots 43, 42 and the north eight feet of Lot 41 be and the same is hereby vacated and discontinued.

Provided, however, that neither the said vacated alley nor any other land abutting thereon shall ever be used for coal yard purposes.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Zimmer, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Zimmer presented the following order, which was, on motion, duly passed:

Ordered, That the Chief of Police be and he is hereby directed to station a police officer at the railroad crossing at 24th street and Campbell avenue.

Ald. Zimmer presented the claim of Mrs. Zeukal, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of West 16th street, from South Albany avenue to South Kedzie avenue.

By unanimous consent, on motion of Ald. Zimmer, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 21st place, from South California avenue to Marshall boulevard.

By unanimous consent, on motion of Ald. Uhlir, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Riley presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to F. Yarline to hang a wooden sign 5 feet by 1 foot 8 inches in front of 1653 West 12th street. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Considine presented the claims of sundry persons for rebates of water taxes, which were

Referred to the Committee on Finance.

FOURTEENTH WARD.

Ald. Maypole and Harkin presented an

order for resurfacing Walnut street, between Homan and California avenues, which was

Referred to the Board of Local Improvements.

SIXTEENTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Sloan street, from Noble street to Elston avenue.

By unanimous consent, on motion of Ald. Nowicki, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Powers presented the claims of assistant boiler washers for increase of salary, and claims of Thomas Lawler and H. J. Harrington for wages, which were

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

Ald. Reese presented the following communication, which was ordered published and referred to the Committee on Water Department:

SANITARY DISTRICT OF CHICAGO,
CHICAGO, December 20, 1906.

Hon. Otto Reese, Chairman Water Committee, Chicago City Council, Chicago, Illinois:

DEAR SIR—The Sanitary District of Chicago has applied for permission to furnish to the South Side Elevated Railroad Company water from the 39th street intercepting sewer, for boiler purposes. It already has the right to furnish this water for condensing purposes.

This permission should be given because it is not fair to compel a company to use more expensive and less desirable water when less expensive and more desirable water is to be had, and because the water works are unable to supply enough water for the needs of the city, and if relieved of the amount used for the boilers of the South Side Elevated Railroad Company will have so much more for the benefit of those who cannot now obtain enough.

Trusting that you will take the matter up with the proper officials, I am,

Yours very truly,

ROBT. R. MCCORMICK,
President.

TWENTY-FOURTH WARD.

Ald. Krumholz presented an ordinance in favor of Elias Greenebaum for a switch-track in Dominick street; and an ordinance in favor of the Northwestern Terra-Cotta Company for an electric wire on bridge across Wrightwood avenue, connecting buildings, which were

Referred to the Committee on Streets and Alleys, North Division.

Ald. Krumholz presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay electric wires in conduit on Sheffield avenue, from Clybourn avenue to Fullerton avenue.

TWENTY-FIFTH WARD.

Ald. Williston presented the claims of sundry persons for refunds of water pipe assessments, which were

Referred to the Committee on Finance.

Ald. Williston presented an order for paving Hollywood avenue, between Clark street and Ridge avenue, and an order for opening alley between Foster avenue and Winona street and Evanston avenue and Clark street, which were

Referred to the Board of Local Improvements.

TWENTY-SIXTH WARD.

Ald. Lipps presented an ordinance and petition for a prohibition district bounded by Leavitt street, Sunnyside avenue, Western avenue and Montrose avenue, which were

Referred to Committee on License.

Ald. Lipps presented the claim of Nettie M. Lukens for refund of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Reinberg presented the claim of Albert J. Brockman for refund of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Reinberg presented an order for paving North Ashland avenue, between Irving Park boulevard and Berteau avenue, which was

Referred to the Board of Local Improvements.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to provide and lay the necessary pipe for water service to the church buildings on Barry avenue near North Francisco avenue, same to be used for church purposes and supplied without cost.

Ald. Siewert presented orders for double track street railways as follows: Elston avenue, from Montrose avenue north to Forest Glen; North 40th avenue, from North avenue to Elston avenue; North 48th avenue, from North avenue to Milwaukee avenue; Fullerton avenue (petition attached), from Milwaukee avenue to North 40th avenue; West Foster avenue (petition attached), from Lincoln avenue to St. Louis avenue; and Milwaukee avenue, from Lawrence avenue to Norwood Park avenue, which were

Referred to the Committee on Local Transportation.

Ald Siewert presented an ordinance amending Section 2030 of the Revised Code of 1905 (dealing without license), which was

Referred to the Committee on Judiciary.

Ald. Blase presented an order for opening West Waveland avenue, from North 41st court to North 42d avenue, which was

Referred to the Board of Local Improvements.

TWENTY-EIGHTH WARD.

Ald. Herlihy presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the name of Dunning street be and the same is hereby changed to Greenwood terrace.

SECTION 2. This ordinance shall take effect and be in full force from and after its passage and publication.

Which was, by unanimous consent, on motion of Ald. Herlihy, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Herlihy presented a resolution to grant stationary firemen the union wage scale of $90.00 per month, which was

Referred to the Committee on Finance.

TWENTY-NINTH WARD.

Ald. Wendling presented the following ordinance:

AN ORDINANCE

To amend an ordinance entitled, "An ordinance requiring the Grand Trunk Western Railway Company, the Chicago Junction Railway Compmany, the Terminal Railroad Company, the Michigan Central Railroad Company, as lessee of said Terminal Railroad Company, the Burton Stock Car Company, the Street's Western Stable Car Line, the Canada Cattle Car Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway oCmpany, and the Chicago Terminal Transfer Railroad Company, respectively, to change the plane of certain of their roadbeds and railway tracks within the City of Chicago," passed February 3, 1902, and published on pages 1980 to 2005 inclusive of the official records of the Council Proceedings of the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the following provisions of Section 4a of the ordinance entitled, "an ordinance requiring the Grand Trunk Western Railway Company, the Chicago Junction Railway Company, the Terminal Railroad Company, the Michigan Central Railroad Company, as lessee of said Terminal Railroad Company, the Burton Stock Car Company, the Street's Western Stable Car Line, the Canada Cattle Car Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, and the Chicago Terminal Transfer Railroad Company, respectively, to change the plane of certain of their roadbeds and railway tracks within the City of Chicago," passed February 3, 1902, and published on pages 1980 to 2005 inclusive, of the official records of the Council Proceedings of the City of Chicago, to-wit:

"Subway in Ashland avenue, under the Grand Trunk Western Rialway, and the Terminal Railroad, the Michigan Central Railroad Company as lessee of the Terminal road. (Avenue, 66 feet wide.)

The depression of the street shall not exceed 4.2 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 10.8 feet above city datum. This level shall extend on the south 10 feet beyond the south portal of subway, and on the north 10 feet beyond the north portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet, including the grade of approaches in West 49th street on the north side of the tracks, to a connection with the present surface of streets.

Width between walls of subway, 60 feet.

Width of roadway, 40 feet in subway.

Width of sidewalks, 10 feet each in subway."

Which aforesaid provisions are on page 1990 of the official records of the Council Proceedings of the City of Chicago, be and the same are hereby amended so as to read as follows:

"Subway in Ashland avenue, under the

Grand Trunk Western Railway, and the Terminal Railroad, the Michigan Central Railroad Company as lessee of the Terminal Railroad. (Avenue, 80 feet wide.)

The depression of the street shall not exceed 4.2 feet below the present surface of tracks, making the elevation of the floor of the subway not less than 10.8 feet above the city datum. This level shall extend on the south 10 feet beyond the south portal of subway, and on the north 10 feet beyond the north portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.0 feet in 100 feet, including the grade of approaches in West 49th street on the north side of the tracks, to a connection with the present surface of streets.

Width between walls of subway, 79.40 feet.

Width of roadway, 52 feet in subway.

Width of sidewalks, 13.70 feet each in subway."

SECTION 2. This ordinance shall take effect and be in force from and after its passage, approval and publication.

Which was, by unanimous consent, on motion of Ald. Wendling, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 51st street, from South Western avenue to South Washtenaw avenue, etc.

By unanimous consent, on motion of Ald. Wendling, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 48th street, from South Halsted street to 391 feet west of South Halsted street.

By unanimous consent, on motion of Ald. Golombiewski, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 47th place, from South Halsted street to 391 feet west of South Halsted street.

By unanimous consent, on motion of Ald. Wendling, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of West 47th place, from South Morgan street to South Centre avenue, etc.

By unanimous consent, on motion of Ald. Golombiewski, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 43d street, from 627 feet east of South Sacramento avenue to South Kedzie avenue, etc.

By unanimous consent, on motion of Ald. Wendling, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTIETH WARD.

Ald. Burns presented the claim of John Fleming for wages, which was

Referred to the Committee on Finance.

THIRTY-FIRST WARD.

Ald. O'Connell presented an ordinance amending Section 2213 of the Revised Code of 1905 (emission of dense smoke), which was

Referred to the Committee on Judiciary.

Ald. O'Connell presented the claim of Chas. E. Flynn for wages, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 63d street, from South Irving avenue to South Western avenue, etc.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 63d street, from South Robey street to South Leavitt street, etc.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of West 69th street, from South Ashland avenue to the right-of-way of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of West 69th street, from South Ashland avenue to the right-of-way of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway," passed September 24, 1906, be and the same is hereby repealed, and that the attorney for the Board of Local Improvements be and he is hereby directed to dismiss the petition in said case under Docket No. 31544 of the County Court of said county.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Badenoch presented the following ordinance:

AN ORDINANCE

Amending Sections 761 and 762 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 761 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended so as to read as follows:

761. Redemption of Unlicensed Dogs—Fee.) For every dog taken up and impounded as provided in this chapter, for which no license fee has been paid, there shall be paid to the pound master for the use of the city by any person desiring to redeem such dog, the following fees: A redemption fee of three dollars; the amount of the license fee for the current license year, and the sum of fifty cents as a fee for the taking up or impounding of such dog; which said fees shall be paid in addition to the cost of keeping such dog while in the pound at the rate of not to exceed twenty-five cents per day or fraction thereof. If such amounts be paid by any person desiring to redeem such dog so impounded within five days after the impounding thereof, such person shall be entitled to redeem such dog. If such dog be not redeemed within five days after being impounded such dog shall be destroyed by the pound keeper, unless an application shall be made for same by a regularly chartered medical college or other educational or scientific institution, in which event it shall be delivered to same in the manner provided for in Section 762 hereof.

SECTION 2. That Section 762 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended so as to read as follows:

762. Redemption of Licensed Dogs—Fee—Delivery to Medical Schools.) When any licensed dog shall be taken up or impounded, the fees to be charged upon the redemption of such dog shall be the same as prescribed by Section 761 with the exception of the license fee. If such dog shall not be redeemed by the owner or keeper thereof within five days after taking up or impounding, the pound master or person in charge of the pound shall immediately advertise in the official newspaper of the city a description of such dog, giving the license number and the name of the owner or keeper of such dog, if known, together with a notice that if such dog be not redeemed within five days from the date of such advertisement such dog may be redeemed by any person paying the fees and charges herein fixed, or in default of such redemption such dog shall be destroyed. If at the expiration of five days from the publication of such notice such dog shall not be redeemed by the owner or keeper thereof or by any other person, the pound master or person in charge of the pound in which such dog is confined shall destroy such dog, unless application shall be made for same by a regularly chartered medical college or other educational or scientific institution, in which event such dog shall be delivered to same. All dogs for which application shall be made by a regularly chartered medical college, or other educational or scientific institution of the City of Chicago as provided for in this section and in Section 761 hereof, may be delivered to the agents of such college or institution, and in case of more than one application said dogs shall be apportioned according to the number of students in attendance at the preceding regular annual session of such medical colleges and other educational or scientific institutions.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and due publication.

Which was, by unanimous consent, on motion of Ald. Badenoch, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

Ald. Badenoch presented an order and petition for water supply pipes in 73d place and 74th street, between Ada and Loomis streets, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On both sides of West 80th street, from the Chicago, Rock Island and Pacific Railroad to South Halsted street, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place an arc light at the corner of 92d place and Cottage Grove avenue.

Ordered, That the City Electrician be and he is hereby directed to place an electric arc light on South Chicago avenue, between Noble court and 76th street.

Ald. Hunt presented an order for a water supply pipe in 74th place, and an order for paving 82d place (roadway 28 feet wide), which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for six-inch drains in a system of streets as follows: In Chauncey avenue, between the Pittsburgh, Fort Wayne and Chicago Railroad and 82d street, etc.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Kohout presented an ordinance amending an ordinance of July 7, 1902 (published on pages 932 to 964, Council Proceedings), for elevation of tracks of C. B. & Q. Ry. Co., P. C. C. & St. L. Ry. Co., etc., which was

Referred to the Committee on Track Elevation.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for water service pipes in South 41st court, between West 22d street and the Chicago, Burlington and Quincy Railroad.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the following order, which was, on motion, duly passed:

In order to afford temporary relief to the numerous victims of railroad accidents, the State Legislation Committee is hereby directed to frame a draft of a law to be presented to the Legislature of this state compelling all railroad companies to maintain in each passenger car and in the way car or caboose of all freight trains operating in this state an emergency medicine case filled with such medicines, bandages, implements, etc., as are necessary in the first assistance to the injured.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for cement sidewalks on a system of streets, as follows: On the south side of West Superior street, from North Franklin avenue to 80 feet east of North Franklin avenue, and on the east side of North Franklin avenue, from West Superior street to 130 feet south of West Superior street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for cement sidewalks on a system of streets, as follows: On the south side of West Superior street, from North Franklin avenue to 80 feet east of North Franklin avenue, and on the east side of North Franklin avenue, from West Superior street to 130 feet south of West Superior street," passed May 28th, 1906, be and the same is hereby repealed.

SECTION 2. That the attorney for the Board of Local Improvements, be and he is hereby ordered to dismiss the petition in said case under Docket 31395 of the County Court of said county.

SECTION 3. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert,

Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claims of sundry persons for 90 per cent refunds of special assessments for water pipes, deferred and published December 17, 1906, page 2352.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Work be and he is hereby authorized to issue vouchers to the following named persons, in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund upon identification and proper power of attorney from claimant.

Warrant.

24892	J. C. Cunningham	$17.28
20727	May L. Whitney	17.46
21681	Mrs. Kate Kent	11.56
19296	James Darlow	11.25
19296	James Darlow	11.25
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Henry Schwartz	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	H. Schwartz	8.41
20630	Henry Schwartz	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
20630	Schwartz & Rehfeld	8.41
19296	Edwin B. Sheldon	11.25
19296	Edwin B. Sheldon	11.25
19296	Charles D. Richards	67.50
19296	Edwin B. Sheldon	11.25
19296	Edwin B. Sheldon	11.25
17068	Thomas Meredith	69.08
17070	Mrs. J. A. Stahl	47.25
17976	Vaclav Klenha	68.69
17982	W. H. Ingham	50.40
18356	M. Eccles	11.25
19442	E. A. Casey	28.89
19572	Nels P. Swanson	104.65
20413	Andrew Barrett	14.30
22389	John Lundas	12.60
22389	John Lundas	37.80
22389	F. H. Rawson	66.53
22590	Charles S. Thornton	58.10
24464	B. S. Chase	71.04
20565	William H. Thompson	60.52
20569	Charles F. Lederle	19.24
30640	H. J. Craw	30.83
22389	Annie Hammerstrom	25.20
20734	Robert Williams	5.50

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on communications from the Commissioner of Public Works, City Prosecuting Attorney and the Board of Local Improvements, for employment of additional help, and salaries, deferred and published December 17, 1906, page 2353.

Ald. Bennett moved to concur in the report and pass the order therewith relating to the salary of W. J. Craig, as per recommendation of Commissioner of Public Works.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to pay W. J. Craig, architectural draughtsman, ninety-nine dollars ($99.00) per month for the months of November and December, in accordance with his recommendation of November 10th, 1906, attached hereto.

Ald. Bennett moved to pass the order accompanying the report, authorizing the City Prosecuting Attorney to employ additional help.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Prosecuting Attorney be and he is hereby authorized to employ the following help until the appropriations for 1907 are made, required on account of operation of the new municipal court:

Three Assistant Attorneys at a salary of two hundred dollars ($200.00) each per month.

Two law clerks at eight-five dollars ($85.00) per month.

One Stenographer at seventy-five dollars ($75.00) per month, all in accordance with his request of December 14th, 1906, attached hereto.

Ald. Bennett moved to pass the order accompanying the report, authorizing the Board of Local Improvements to employ additional help.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn,

Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized to employ house drain inspectors for two months' additional inspection over and above the number of months in the appropriation bill, and the Comptroller is ordered to pay the expense of same from appropriation for salaries for Board of Local Improvements.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication regarding the purchase of lots for the fire department and for a night sail reduction plant, deferred and published December 17, 1906, page 2354.

Ald. Siewert moved to amend the order by striking therefrom the second paragraph as published, and to defer consideration of the subject matter of the said second paragraph.

The motion prevailed.

Ald. Bennett moved to pass the order as amended.

The motion prevailed and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Weino, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase Lots 26 and 27, Block 2 of the north 16 acres of the west one-half of west one-half of the northeast one-quarter, Section 9-39-13, being located on the northeast corner of West Huron street and 52d avenue, and having a frontage of fifty feet on 52d avenue and 125.7 on West Huron street, at a price not to exceed twelve hundred fifty dollars ($1,250.00), subject to general taxes of 1906, for a site for engine house, in accordance with the recommendation of the Fire Marshal and the City Comptroller, dated December 14th, 1906, respectively, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on sundry requests of City Departments, for transfers in appropriations, deferred and published December 17, 1906, page 2354.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in appropriations in accordance with the request of the Fire Marshal, Commissioner of Public Works and Board of Local Improvements, attached hereto.

Fire Department—From appropriation for building at Commercial and Baltimore avenues to appropriation for building at North Washtenaw avenue and Wabansia avenue, $4,200.00. From Account E. E. to Permanent Improvement Fund 45, Steam Heating, $500.00. From Account D. D., Maintenance of New Companies, to Account K, Repairs to Buildings, $15,000.00. From Appropriation for Building at 5600-5602 Emerald avenue to

erection of two-story brick house at 5721 South Halsted street, $14,000.00.

Dept. Public Works—From Bridge Tenders' Salaries, Torrence avenue, to Bridge Tenders' Salaries, Twenty-second Street Bridge, $116.67.

To Bridge Tenders' Salaries South Western Avenue Bridge, $483.33.

Water Division—From Salaries, Inspection Division, Account 42 F. to account 42 Z. Z. 15, "Refunds on erroneous water assessments" $5,000.00.

Board of Local Improvements—From Salaries 35 A, to Miscellaneous Expense Account 35 B. C. and D. 1 to 6, $11,800.00.

From appropriation for 1 per cent to County Collector to Miscellaneous Expense, $5,000.00.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Patrick H. Boland, for wages during illness, deferred and published December 17, 1906, page 2355.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Superintendent of the House of Correction be and he is hereby authorized to issue a voucher to Patrick H. Boland for twenty-eight and one-half days' time as guard at the House of Correction, deducted on account of absence from duty on account of illness, and the Comptroller is ordered to pay the same from appropriations for the House of Correction.

This action is taken in accordance with the recommendation of the Superintendent attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Thomas E. Duffy, for refund of amount paid for a water meter, deferred and published December 17, 1906, page 2355.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of Thomas E. Duffy in the sum of ninety-five dollars ($95.00), upon delivery to the city of one three-inch Keystone water meter No. 80085, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the recommendation of a sub-committee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee

on Finance, on the claim of D. J. Gillis for wages during suspension, deferred and published December 17, 1906, page 2355.

Ald. Bennett moved to amend the order by striking out the words "bridge repairs" and by inserting in lieu thereof the words "water fund."

The motion prevailed.

Ald. Bennett moved to pass the order as amended.

The motion prevailed, and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of D. J. Gillis in the sum of one hundred twenty dollars ($120.00), same being amount of time deducted on account of suspension, said D. J. Gillis being ordered reinstated by the Civil Service Commission, and the Comptroller is ordered to pay the same from appropriation for water fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Mrs. M. Truesdell, for refund of license, deferred and published December 17, 1906, page 2355.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Mrs. M. Truesdell the sum of five dollars ($5.00), same being amount paid for delicatessen license No. 1473, and charge same to the Finance Committee Fund, appropriations 1906.

This action is taken in accordance with the report of the City Auditor attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of sundry persons for rebate of water taxes, deferred and published December 17, 1906, page 2356.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart,

Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons in the amounts set opposite their names, same to be in full of all claims for rebates of water taxes paid on the properties named and the Comptroller is ordered to pay the same:

Peter Reinberg, Robey and Balmoral avenues	$19.35
J. L. Flannery, 285 Evanston avenue	27.50
L. B. Bergersen, 378 Bowen avenue	3.70
Joseph Schwartz, 1798 West North avenue	14.04
Mrs. Mary Griffin, 573 Throop street	3.50
Geo. G. Newbury & Co., 368 North Ada street	22.50
August Art, 582 Costello avenue	5.95
Jewett E. Ricker, 483 Washington boulevard	23.62

This action is taken in accordance with the several recommendations of a subcommittee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committtee on Finance, on the claims of Michael Boyle, James Golden, Edwin Gorey and Edward Meers, for compensation for personal injuries, deferred and published December 17, 1906, page 2356.

Ald. Bennett moved to concur in the report and pass the order therewith allowing the claim of Michael Boyle.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Michael Boyle in the sum of seventy-four and twenty-five one-hundredths dolldals ($74.25), same to be in full for wages lost on account of injuries received November 17, 1905, in the Water Pipe Extension Bureau and to be issued upon signing of a waiver of all claims against the city, and the Comptroller is ordered to pay the same from appropriations for Water Pipe Extension.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of James Golden.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to James Golden in the sum of forty-seven and thirty-four one-hundredths dollars ($47.34), being for time lost on account of injuries received at the Sixty-eighth Street Pumping Station, February 10th, 1906, said voucher to be issued only on the signing of a release of all claims against the city on account of said injury, and the Comptroller is ordered to pay the same from appropriation for Sixty-eighth Street Pumping Station.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Edwin Gorey.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Edwin Gorey in the sum of thirty-five and seventy-five one-hundredths dollars ($35.75), same being for time lost on account of injuries received on March 13th, 1906, at the Twenty-second Street Pumping Station, said voucher to be issued on the signing of a release by said Gorey, releasing the city from all claims an account of said injury, and the Comptroller is ordered to pay the same from appropriations for the Twenty-second Street Pumping Station.

Ald. Bennett moved to pass the order accompanying the report, allowing the claim of Edward Meers.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Edward Meers in the sum of twenty-nine and thirty-eight one-hundredths dollars ($29.38), being the amount of time lost on account of absence from duty because of injury received August 6th, 1906, while in the discharge of his duty in the Water Pipe Extension Bureau, said voucher to be issued only upon the signing of a proper release holding the city harmless from all claims on account of said injury, and the Comptroller is ordered to pay the same from the appropriations for the Water Pipe Extension.

SPECIAL ORDER.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Sections 705 to 715 of the Revised Code of 1905, concerning billboards,etc., de-

ferred and published December 10, 1906, page 2286, and deferred December 17, 1906, page 2392.

Ald. Dever presented the following amendments to the ordinance under consideration:

Amend by striking out the words "or repair" in the third line in Section 710 as published; also in line 7 of said section; also same amendment in lines 4 and 5 of Section 713; also in lines 14 and 15 strike out the words "and repairs."

Amend Section 711 by striking out the words "sixty days" from the 17th line and insert in lieu thereof the words "nine months."

Amend by striking out the word and figures, "January 1, 1907," and insert in lieu thereof the words "from and after its passage and publication."

Ald. Dever moved to adopt the amendments.

The motion prevailed.

Ald. Badenoch moved to amend the ordinance by striking out the word "five" from the eleventh line of Section 706a as published, page 2288, and by inserting in lieu thereof the word "three."

Ald. Dever moved to lay on the table the motion of Ald. Badenoch to amend.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Pringle, Richert, Young, Bennett, Snow, Derpa, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Hunt, Bihl, Nolan, Race—47.

Nays—Dailey, Martin, McCormick, Moynihan, Scully, Cullerton, Brennan, Powers, Bowler, Stewart, Krumholz, O'Connell, Badenoch, Kohout—14.

Ald. Dever moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—60.

Nays—None.

The following is the ordinance as passed:

AN ORDINANCE

Amending Article XXIII of Chapter XV of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Article XXIII of Chapter XV of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so that said Article shall hereafter read as follows:

"ARTICLE XXIII.

BILLBOARDS, SIGNBOARDS AND WOODEN FENCES.

"705. (Billboards or Signboards on Buildings.) Every billboard of greater height than two feet and placed on any building shall be faced with iron or other incombustible material with framework of wood or iron, and shall be securely anchored and fastened to such building in such manner as to make the same safe, to the satisfaction and approval of the Commissioner of Buildings. When such billboard or signboard is situated above or upon

the roof of any building the supports and framework for same may be of wood, and the number of such supports and the construction of same and the construction of the framework for same shall be satisfactory to and approved by the said Commissioner.

"No billboard or signboard anchored to, fastened to, or situated above or upon the roof of any building shall be placed so that the face of same shall come within three feet of the inner plane of the outer wall of such building, nor shall the same be constructed so that the bottom of such billboard or signboard shall be less than one foot or more than three feet above the surface of such roof; the face of such billboard or signboard shall not exceed ten feet in height, nor shall it exceed twenty-four feet in length for every twenty-five feet of frontage on the building on which it is placed, nor extend beyond the wall of said building; and such billboard or signboard shall have a door in the center of same which can be readily opened and which when so opened will leave a clear space at least four feet in width and seven feet in height from the roof to the top of said door.

"No billboard or signboard shall be anchored to, fastened to or situated above or upon the roof of any building more than two (2) stories in height; and no billboard or signboard shall be anchored to, fastened to or situated above or upon the roof of any building having other than a flat roof.

"No billboard or signboard such as is described in this section, whether anchored to or fastened to any building or situated or located upon the roof thereof, shall be constructed and put in place unless in accordance with plans and specifications which have been submitted to and approved by the Commissioner of Buildings.

"706. (Size and Construction of Billboards and Signboards Erected Within Fire Limits Otherwise Than on Buildings.) No Billboards or signboards erected within the fire limits as now defined or as they may hereafter be defined by ordinances of the City (other than signboards and billboards referred to in Sections 705 and 707 hereof) shall exceed twelve (12) feet in height, and the same shall be constructed of tin or galvanized iron or some other equally incombustible material, except that the stringers, uprights and braces thereof may be made of wood. All such billboards or signboards shall be securely anchored or fastened so as to be safe and substantial.

"706a. (Height and Distance from Ground of Billboard or Signboard Erected Within Fire Limits.) No billboard or signboard (other than those referred to in Sections 705 and 707 hereof) shall be constructed within the fire limits at a greater height than seventeen feet above the level of the adjoining street, and the base of the billboard or signboard shall be in all cases at least five feet above the level of the adjoining street, and in case the surface of the ground upon which such billboard or signboard is erected is above the grade of the adjoining street, the base of such billboard or signboard shall be not less than two feet above the surface of the ground. In case the grade of the adjoining street or streets has not been established, no such billboard or signboard shall be constructed at a greater height than seventeen feet above the level of the street adjoining the ground upon which such billboard or signboard is erected.

"707. (Wooden Billboards or Signboards — Construction — Size — Exceptions.) Billboards or signboards not exceeding twelve square feet in area

may be built of wood or other combustible material, and such billboards or signboards shall be exempt from the provisions of this article. Signs erected flat against the face of buildings shall also be exempt from the provisions of this Article, provided that such signs shall be safely and securely fastened to the building.

"708. (Billboards or Signboards Erected Outside of the Fire Limits—Construction—Size.) All billboards or signboards erected outside of the fire limits as now defined or as they may hereafter be defined by the ordinances of the city (other than those referred to in Sections 705 and 707 hereof) shall comply with the following conditions:

"If such billboard or signboard be erected or located so that no part thereof is nearer than ten feet to any building, wooden fence, or other structure, such billboard or signboard may be constructed of wood or other combustible material, but no part of same shall exceed seventeen feet in height, and the same shall be so constructed that there shall be a clear space of not less than five feet between the bottom of such billboard or signboard and the surface of the ground upon which such billboard or signboard is erected. If any part of such billboard or signboard shall be within ten feet of any building, wooden fence, or other structure, the size and construction of such billboard or signboard shall be limited as is provided in Sections 706 and 706a for billboards or signboards erected within the fire limits. All billboards or signboards erected outside of the fire limits as provided for in this section shall be securely anchored or fastened so as to be safe and substantial.

"709. (No Billboard or Signboard Shall Be Erected Without Permit.) No billboard or signboard such as is described in this article shall be erected or maintained within the City unless a permit shall first have been secured by the person desiring to erect or maintain such billboard or signboard from the Commissioner of Buildings, to whom application for such permit shall be made; and such application shall be accompanied by such plans and specifications of the proposed billboard or signboard as are necessary to fully advise and acquaint the said Commissioner with the construction of such proposed billboard or signboard. If the plans and specifications accompanying such application shall be in accordance with the provisions of this article said Commissioner shall thereupon issue a permit for the erection of such billboard or signboard, upon the payment by the applicant of a fee as hereinafter fixed; provided, however, that none of the provisions of this article shall apply to or affect any billboard erected upon land abutting the right-of-way of any railroad where such billboard does not come within twenty-five feet of any public highway and where the bottom of such billboard is not less than three feet from the ground and the same is situated more than fifty feet from any building.

"710. (Alteration and Repair of Billboards and Signboards.) No material alteration of any billboard or signboard shall be made except upon a written permit issued by the Commissioner of Buildings authorizing such alteration; and such permit shall be issued upon application in writing made to such Commissioner by the owner of such billboard or signboard or by the person in charge, possession, or control thereof accompanied by a plan or statement of the proposed alterations to be made; which, if satisfactory to and approved by the Commissioner of Buildings, shall authorize such applicant to receive a permit

upon the payment of a fee therefor as hereinafter fixed; but such alteration shall not be construed to apply to the changing of any advertising matter of any billboard or signboard, nor the refacing of the framework supporting same.

"711. (Billboards Now Existing to Be Altered to Comply With the Provisions of This Article.) Every now existing billboard or signboard, whether erected upon or above the roof of any building or attached or fastened to the wall or walls of any building, or standing upon or erected upon any lot or premises, which is now erected or which is now maintained contrary to the provisions of this article, shall be forthwith removed or altered, changed, or cut down so as to fully comply with such provisions; and any billboard or signboard now existing and not complying with the provisions of this article which shall not have been removed or torn down or so altered and changed within nine months from and after the passage of this ordinance as to be brought into conformity with the provisions of this article by the owner thereof or by the person in charge, possession, or control thereof, shall be torn down by the Commissioner of Buildings and the cost and expense of tearing down such billboard or signboard shall be charged to the owner of such billboard or signboard or the person in charge, possession, or control thereof, and shall be recovered from such person for the use of the city by any appropriate proceeding therefor.

"712. (Duty of Commissioner—Owner's Name to Be Placed on Top of Billboard.) It shall be the duty of the Commissioner of Buildings to inspect all plans and specifications submitted in connection with the erection or construction or the alteration or repair of any billboard or signboard and to approve same if the method of construction and provisions made for fastening, securing, anchoring, and maintaining such billboards or signboards are such as will serve to protect the public and to render such billboards or signboards safe and substantial. It is further made the duty of the Commissioner of Buildings to exercise a supervision over all billboards and signboards erected or being maintained under the provisions of this article; and whenever it shall appear to said Commissioner that any such billboard or signboard has been erected in violation of this ordinance or is in an unsafe condition or has become unstable or insecure or in such a condition as to be a menace to the safety of the public, he shall thereupon issue or cause to be issued a notice in writing to the owner of such billboard or signboard or the person in charge, possession or control thereof, if the whereabouts of such person is known, informing such person of the violation of this ordinance and the condition of such billboard or signboard and directing him to make such alterations or repairs thereto or to do such acts or things as are necessary or advisable to place such billboard or signboard in a safe, substantial, and secure condition, within such reasonable time as may be stated in said notice. If the person so notified shall refuse, fail, or neglect to comply with and conform to the requirements of such notice, said Commissioner shall, upon the expiration of the time therein mentioned, tear down or cause to be torn down such billboard or signboard and shall charge the expense of such tearing down to the person so notified. If the owner of such billboard or signboard or the person in charge, possession, or control thereof cannot be found or his whereabouts is not easily ascertainable, the Commissioner shall attach or cause to be attached to such billboard or signboard a notice of the same import as that required to be sent to the

owner where such owner is known; and if such billboard or signboard shall not have been made to conform to this ordinance and placed in a secure, safe, and substantial condition, in accordance with the requirements of such notice, within thirty days after such notice shall have been attached to such billboard or signboard, it shall be the duty of the Commissioner of Buildings to thereupon order such billboard or signboard torn down; provided that nothing herein contained shall prevent the Commissioner of Buildings from adopting such precautionary measures as may be necessary or advisable in case of imminent danger in order to place such billboard or signboard in a safe condition, the expense of which may be charged to and recovered from the owner of same in any appropriate proceeding therefor. No permit shall be issued to any applicant for permission to erect a billboard or signboard unless such applicant shall agree to place and maintain on the top of such billboard or signboard the name of the person or corporation owning same or who is in charge, possession, or control thereof. It shall be the duty of the Commissioner of Buildings to see to it that the name of the person or corporation owning or in possession, charge, or control of such billboard or signboard is placed upon such billboard or signboard forthwith upon the erection thereof and is kept thereon at all times while such billboard or signboard is maintained; and in case the owner of such billboard or signboard or the person in charge, possession, or control thereof shall fail or refuse to place and maintain such name on the same after due notice from the Commissioner of Buildings he shall be subject to the penalty hereinafter provided for.

"713. (Fees for Permits.) The fee to be charged for permits issued for the erection or construction of billboards or signboards or for the alteration thereof shall be two dollars ($2.00) for each billboard or signboard.

"714. (Penalty.) Any person or corporation owning, operating, maintaining, or in charge, possession, or control of any billboard or signboard within the city, who shall neglect or refuse to comply with the provisions of this article, or who erects, constructs, or maintains any billboard or signboard that does not comply with the provisions of this article, shall be fined not less than twenty-five dollars nor more than two hundred dollars for each offense; and each day on which any such person shall permit or allow any billboard or signboard owned, operated, maintained, or controlled by him to be erected, constructed, or maintained in violation of any of the provisions of this article shall constitute a separate and distinct offense.

"715. (Fences—Height Of.) No wooden fences shall be constructed of greater height than eight feet above the sidewalk grade or eight feet above the surface of the ground where no grade is established."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and publication.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance licensing and regulating hotels, deferred and published November 26, 1906, page 2083, and deferred (with amendment) December 17, 1906, page 2392.

Ald. Pringle moved to adopt the amendment presented by him and deferred and published December 17, 1906, page 2392.

Ald. Dunn moved to lay Ald. Pringle's motion on the table.

Ald. Coughlin moved as a substitute for the foregoing motion, that the ordinance and pending matters pertaining thereto be referred to the Committee on License.

Ald. Scully moved to lay Ald. Coughlin's motion on the table.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—62.

Nays—Kenna, Coughlin, Cullerton, Brennan—4.

The question recurring on the motion of Ald. Dunn to lay Ald. Pringle's motion on the table, the motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Harding, Dixon, Dailey, Richert, McCormick, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Hoffman, Zimmer, Uhlir, Riley, Considine, Beilfuss, Nowicki, Schermann, Sitts, Dever, Powers, Bowler, Finn, Reese, Werno, Dunn, Lipps, Siewert, Blase, Larson, Herlihy, Roberts, Fisher Bihl, Nolan, Race—38.

Nays—Kenna, Coughlin, Pringle, Martin, Young, Snow, Cullerton, Harkin, Maypole, Smith, Brennan, Stewart, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Williston, Reinberg, Wendling, Golombiewski, Burns, Bradley, O'Connell, Badenoch, Hunt, Kohout—28.

Ald. Stewart moved to amend the ordinance under consideration by substituting for Section 6 the following:

"SECTION 6. Nothing in this ordinance contained shall be construed so as to permit hereunder any person keeping a hotel to sell, dispense or serve therein any liquor without a dram shop license."

Ald. Dunn moved to lay Ald. Stewart's motion on the table.

The motion to lay on the table prevailed.

Ald. Werno moved to amend the ordinance by substituting for Section 10 the following:

"SECTION 10. This ordinance shall take effect and be in force from and after its passage and due publication."

The motion prevailed.

Ald. Dunn moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Harding, Dixon, Dailey, Richert, Martin, McCormick, Young, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—62.

Nays—Kenna, Coughlin, Pringle, Snow—4.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. For the purpose of this ordinance, a hotel is defined to be any hotel, inn, rooming house, lodging house, or other public house or place which provides lodging for hire either with or without board, for the transient accommodation of the public.

SECTION 2. No person shall keep, conduct, or maintain a hotel unless he be licensed so to do in accordance with and pursuant to the provisions of this

ordinance. Every day in which a hotel is kept, conducted or maintained without such license shall be a separate violation of this ordinance.

SECTION 3. The Mayor shall grant a license for the keeping of a hotel to any person who shall apply to him in writing therefor, who shall be of good character and shall furnish the Mayor with satisfactory evidence of the same and who shall not be indebted to the City of Chicago on account of any unpaid fine adjudged against him for the violation of any provision of any ordinance of the City of Chicago relating to the keeping or conducting of a hotel. Such application shall specifically describe the premises and the number of lodging rooms for guests in which it is proposed to conduct such hotel.

Provided, however, that no license to keep a hotel shall be issued to any one other than the proprietor except in the case of a corporation, in which case the license may be issued either to the corporation or to any one designated by such corporation as manager. Where a corporation is proprietor, the application shall be signed by its President or Secretary, and shall truly state the names and addresses of all of its officers and directors. A license to a firm shall be issued in the names of the individual members of the firm.

Every applicant shall execute to the city a bond, with at least two sureties to be approved by the City Collector, in the sum of five hundred dollars, conditioned that the applicant will faithfully observe and conform to all ordinances in force at the time of his application, or thereafter passed, during the period of the license applied for, concerning or in any manner relating to the conduct or management of hotels and will promptly pay all fines which may be adjudged against him for the violation of any provision of any such ordinance during the period of his license. No application for a license shall be considered until the bond herein required shall have been filed and approved.

SECTION 4. Any person complying with the aforesaid requirements, and upon the payment in advance to the City Collector of a license fee of fifteen dollars, shall receive a license under the corporate seal, signed by the Mayor, and attested by the City Clerk, which shall authorize the person or persons therein named to keep a hotel at the place and of the number of rooms designated in the license and for the period stated therein. Licenses may be issued for the full licensed year or for the unexpired portion thereof, and if issued for the unexpired portion of the license year the fee to be paid therefor shall bear the same ratio to the sum required for the whole year that the number of days in such unexpired portion bears to the whole number of days in the year; provided that no license shall extend beyond the thirtieth day of April next following its issuance.

SECTION 5. Every hotel licensed under this ordinance shall at all times keep a book or register wherein shall be entered and registered at the time and in the proper order the name of every person becoming a guest of such hotel or an occupant of any room or portion of the premises, excepting employees of the hotel. Such register shall at all times be open to the inspection of the Mayor, the Chief of Police, and the police officers of the City of Chicago and their assistants.

SECTION 6. No person keeping, conducting or maintaining a hotel shall suffer or permit intoxicating liquor to be sold, dispensed or served therein except and in accordance with the provisions of a dram-shop license.

SECTION 7. No person keeping or conducting a hotel shall permit the same to be or become a resort of disreputable persons nor knowingly permit or suffer

the same to be used or occupied by persons for immoral purposes.

SECTION 8. Any person violating any provision of this ordinance shall be fined in a sum not less than ten dollars nor more than two hundred dollars for such offense; if any person, having been once convicted by the judgment of any court of violating any provision of this ordinance, the Mayor may, in his discretion, if such person has a license, in addition to other penalties provided by ordinance or by law, revoke such license, and if any person shall be convicted of a second offense by the judgment of any court of violating any provision thereof, and if such person has a license, the Mayor shall revoke his license, and no license shall thereafter be issued to such person until the expiration of two years from and after the date of the judgment of such second conviction.

SECTION 9. This ordinance shall not be so construed as to include boarding houses or places where board or lodging alone are furnished exclusively by the week or longer period.

SECTION 10. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating an alley in Block 40, C. T. Sub. 7, 39, 14, between Western and Claremont avenues, deferred and published December 17, 1906, page 2360.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the north one hundred (100) feet of the eighteen (18) foot alley running north and south between Western avenue and Diller street (now known as Claremont avenue) abutting on the north, on the present right of way of the Pan Handle Railroad, in Block forty (40) of the Canal Trustees' Subdivision of section seven (7), Township thirty-nine (39) North, Range fourteen (14) East of the third (3rd) Principal Meridian, which said North one hundred (100) feet of said alley is bounded as follows: Bounded on the west by the east line of lots eighty-seven (87), eighty-eight (88), eighty-nine (89) and ninety (90); on the east by the west line of lots forty-nine (49), fifty (50) fifty-one (51), and fifty-two (52), and on the south by an imaginary straight line connecting the south-east corner of said lot eighty-seven (87) with the south-west corner of said lot fifty-two (52), and on the north by an imaginary straight line connecting the north-east corner of said lot ninety (90) with the north-west corner of said lot forty-nine (49), all of which said lots are in Block forty (40) of the Canal Trustees' subdivision of section seven (7) Township thirty-nine (39) North, Range fourteen (14) east of the Third Principal Meridian aforesaid, and which said portion of said alley is marked "Part of Alley Vacated" on the plat hereto attached, which plat is made a part hereof

and to which express reference is had, be and the same is hereby vacated and discontinued; inasmuch as said portion of said alley is no longer required for public purposes and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within sixty days after the passage of this ordinance Luther P. Friestedt, who is the owner of lot eighty-six (86) of the said Block forty (40) in the subdivision aforesaid, shall dedicate as a public alley and open to public use as such the south fourteen feet of said lot eighty-six (86), said portion of said lot eighty-six (86) being shown in red and marked "to be dedicated" on the said plat hereto attached; and, further, that he shall file within said sixty days in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing such vacation and such dedication; and in case of failure to so dedicate and open up the new alley as aforesaid, or to record the plat as aforesaid, within said sixty days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Section 655 of the Revised Code of 1905, in re storage of lumber, deferred and published November 12, 1906, page 1986, and deferred December 3, 1906, page 2241.

Ald. Riley moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 655 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"655. No lumber shall be piled for the purpose of storage, seasoning or drying the same, within fifty feet of any planing mill or wood working manufactory, nor within one hundred feet of any private residence, unless the same has been erected since the establishment of such yard."

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department on an ordinance amending the Revised Code of 1905, in re fire limits of the city, deferred and published December 17, 1906, page 2363.

Ald. Riley moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty,

Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—63.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 686 of Article 20 of Chapter 15 of the Revised Code of Chicago, passed March 20, 1905, be and the same is hereby amended so as to read as follows:

The fire limits of the City of Chicago shall be and are hereby defined as follows: All that part of the City of Chicago bounded by the following limits: Commencing at the intersection of the shore of Lake Michigan and a line one hundred and fifty feet north of the center line of Belmont avenue, thence west on said first-mentioned line to the center line of North Halsted street, thence south along said center line of North Halsted street to the center line of Fullerton avenue, thence west along said center line of Fullerton avenue to the center of the North Branch of the Chicago River, thence northwesterly along the center of said North Branch of the Chicago River to the center line of Belmont avenue thence west along said center line of Belmont avenue to the center line of Kedzie avenue, thence south along said center line of Kedzie avenue to the center line of West North avenue, thence west along said center line of West North avenue to the center line of North Fortieth avenue, thence south along said center line of North Fortieth avenue to the center line of the first alley north of Park avenue, thence west along the center line of said alley to the center line of South Forty-sixth avenue, thence south along said center line of South Forty-sixth avenue to the center line of West Madison street, thence west along the center line of West Madison street to the center line of South Forty-eighth avenue, thence north along said center line of South Forty-eighth avenue to the center line of Kinzie street, thence west along said center line of Kinzie street to the center line of South Fifty-second avenue, thence south along said center line of South Fifty-second avenue to the center line of West Madison street, thence east along said center line of West Madison street to the center line of South Fiftieth avenue, thence south along said center line of South Fiftieth avenue to the north line of the present right of way of the Chicago & Great Western Railroad Company, thence east along the said north line of said right of way to the center line of South Forty-eighth avenue, thence south along the said center line of South Forty-eighth avenue to the center line of West Twelfth street, thence east along said center line of West Twelfth street to the center line of South Forty-sixth avenue, thence south along said center line of South Forty-sixth avenue to the center line of West Twenty-second street, thence east along said center line of West Twenty-second street to the center line of South Fortieth avenue; thence south along said center line of South Fortieth avenue to the center line of the Illinois and Michigan Canal, thence northeasterly along the center line of said canal to the center line of South Western avenue; thence south along said center line of South Western avenue to the center line of West Thirty-ninth street, thence east along said center line of West Thirty-ninth street to the center line of State street, thence south along said center line of State street to the north line of West Forty-seventh street, thence west along said north line of West Forty-seventh street to a line seventy-five feet west of the west line of South Halsted street, thence south to a line seventy-five feet north of the the west line of South Halsted street along said line seventy-five feet west of

north line of West Sixty-third street, thence west along said line seventy-five feet north of the north line of West Sixty-third street to the center line of South Ashland avenue, thence south along the center line of South Ashland avenue to the center line of West Sixty-third street, thence east along said center line of West Sixty-third street to the center line of State street, thence south along said center line of State street to the center line of East Seventy-fifth street, thence east along said center line of East Seventy-fifth street to the shore of Lake Michigan, thence northerly and northwesterly along the shore of Lake Michigan to the place of beginning.

Also commencing at a point in the center of Manistee avenue, where it intersects the right of way of the main line of the Lake Shore and Michigan Southern Railroad; thence northeasterly and north along the center line of Manistee avenue to the center line of Eighty-ninth street, thence east along the center line of Eighty-ninth street to the center line of Mackinaw avenue, thence south along the center line of Mackinaw avenue to the center line of Harbor avenue, thence southwesterly along the center line of Harbor avenue to the center line of Ninety-third street; thence west along the center line of Ninety-third street to the easterly line of the Baltimore & Ohio Railroad right of way; thence south along the easterly line of the Baltimore & Ohio Railroad right of way and Baltimore & Ohio Railroad extended, to the northeasterly line of said Lake Shore & Michigan Southern Railroad; thence northeasterly along the northeasterly line of said right of way to the place of beginning.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and publication.

ADJOURNMENT.

Ald. Bennett moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, January 7, 1907, at 7:30 o'clock P. M.

CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, January 7, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, January 9, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Culerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. McCoid and Moynihan.

MINUTES.

Ald. Scully moved to correct the printed minutes of the regular meeting held Wednesday, January 2, 1907, by striking out the word "ordinance" from the twenty-first line in the left-hand column of page 2450, and by inserting in lieu thereof the word "communication."

Ald. Foreman moved to approve the minutes as corrected, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the week ending January 5, 1907, together with the cause of each release:

Jos. Mueller, released for Mrs. Marshall.

Edward Gunn, released for sister.

Eugene Murphy, released for mother.

John Bills, released for R. Keene Ryan.

John Litt, released for wife.

Edward Smith, released for Ald. Bowler.

Bruno Orvell, released for wife.

Chas. Breen, released for A. C. Anson.

Geo. Regan, released for A. M. Lynch.

Which was ordered published and placed on file.

ALSO,

The following communication:

MAYOR'S OFFICE,
January 7, 1907.

To the Honorable, the City Council.

GENTLEMEN—Ordinances are now under consideration by your Committee on Local Transportation, which aim at a complete settlement of the street railway question. They, therefore, fall within the description of the Foreman resolution of your body of October 16, 1905, which received the almost unanimous approval of the Chicago newspapers at that time and was adopted by the Council by a vote of 63 to 0. This resolution declared it to be "the sense of the Council that the procedure in dealing with any ordinance or ordinances for the settlement of the Chicago street railway question" should provide for a referendum. To that course of procedure, I, therefore, submit that your Honorable Body is pledged with reference to the pending ordinances for the settlement of said question. Many of your members are likewise pledged by the political platform upon which you were elected. And, as Mayor, I also am pledged to the same effect, as was my opponent at the last mayoralty election. In addition to these obligations of honor, it behooves us all as trustees of the people to proceed with caution in this matter; for the ordinances in question are not yet in proper form to effectuate the purposes of the "Werno letter," and objections have been raised to them in their present form which, if valid and not corrected, might operate to confer unwarranted and unintended franchise rights upon the traction companies. For these reasons and in order that the said ordinances may not be adopted without public scrutiny and approval, and also in order that the people may be fully assured of opportunity for such scrutiny and approval I respectfully recommend that your Honorable Body readopt the aforesaid Foreman resolution of October 16, 1905, as follows:

"*Resolved,* That it is the sense of this Council that the procedure in dealing with any ordinance or ordinances for the settlement of the Chicago street railway question shall be as follows:

"The ordinance or ordinances shall be framed up for passage and voted on in Committee of the Whole without final action by the City Council. Thereupon such ordinance or ordinances as shall receive a majority of votes taken by roll call in the Committee of the Whole shall be published and the City Council shall take steps to have the question whether it or they shall be passed by the City Council placed on the ballot to be voted on by the people.

"The form of the proposition or propositions to be placed on the ballot shall be formulated by the Committee on Local Transportation and approved by the City Council.

"The City Council pledges itself not to pass any ordinance or ordinances that shall not receive a majority of the votes cast by the people upon the proposition or propositions. Provided, however, that before any such ordinance is submitted to the people for their approval or disapproval, it and all ordinances purporting to grant franchises, proposed on or about the same time, shall first be submitted to the grantees named in such ordinance for the purpose of ascertaining

whether or not said grantees will accept such ordinances if favorably acted on by the people. The answer of said grantees to be made in writing within a time certain. Only one proposition shall be submitted to the voters on any one ordinance that may be recommended for passage to the City Council by the Committee on Local Transportation, and the City Council hereby pledges itself not to recommend the submission of any proposition or propositions other than those herein provided for."

Respectfully,

E. F. DUNNE,

Mayor.

Ald. Bennett moved to publish the communication and to defer consideration thereon until the Committee on Local Transportation report ordinances to the Council for settlement of the street railway question.

Ald. Dever moved to suspend the rules of the Council temporarily, for the purpose of considering the immediate adoption of the resolution.

After debate, the motion to suspend the rules was lost by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dailey, Richert, Martin, Derpa, Fick, Zimmer, Uhlir, Riley, Harkin, Beilfuss, Sitts, Dever, Powers, Bowler, Finn, Sullivan, Krumholz, Blase, Herlihy, Burns, O'Connell, Kohout, Nolan—26.

Nays—Dixon, Foreman, Pringle, McCormick, Young, Bennett, Snow, Harris, Hurt, Cullerton, Hoffman, Considine, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Stewart, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Dunn, Williston, Lipps, Reinberg, Siewert, Larson, Wendling, Golombiewski, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—40.

Ald. Cullerton moved to refer the communication to the Committee on Local Transportation.

The motion prevailed.

ALSO,

The following veto message:

MAYOR'S OFFICE,
January 7, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an order passed by your Honorable Body at the meeting of January 2, 1907, Council Proceedings 2468, directing the Commissioner of Public Works to lay electric wires in conduit on Sheffield avenue, from Clybourn avenue to Fullerton avenue, for the reason that matters of this nature come more properly within the Department of Electricity.

I would recommend that the vote by which the order was passed be reconsidered, that the order be amended by striking out the words "Commissioner of Public Works" and inserting in lieu thereof the words "Department of Electricity," and then be repassed.

Yours respectfully,

E. F. DUNNE,

Mayor.

Ald. Race moved to reconsider the vote by which the order referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Race moved that the order be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Race moved the passage of the order as amended.

The motion prevailed, and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Bren-

nan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Department of Electricity be and it is hereby directed to lay electric wires in conduit in Sheffield avenue, from Clybourn avenue to Fullerton avenue.

ALSO,

The following veto message:

MAYOR'S OFFICE,
January 7, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of January 2, 1907, Council Proceedings page 2474, amending Sections 761 and 762 of the Revised Municipal Code of Chicago of 1905.

I am advised that this ordinance was passed without being considered by any committee and without mature and deliberate consideration by the Council. It has been represented to me that the ordinance does not provide against cruel and inhumane practices, and should be amended by the insertion of provisions that would prevent the cruel and unnecessary torture of dumb animals. As it stands now no precautions against such practices are taken.

I would, therefore, recommend that the vote by which the ordinance was passed be reconsidered and that the ordinance be referred to the Committee on Judiciary and the Commissioner of Health for consideration and report.

Respectfully,

E. F. DUNNE,
Mayor.

Ald. Foreman moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Foreman moved to refer the ordinance to the Committee on Judiciary.

The motion prevailed.

ALSO,

The following veto message:

MAYOR'S OFFICE,
January 7, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, upon the recommendation of the Law Department, without my approval, an ordinance passed by your Honorable Body at the meeting of January 2, 1907, Council Proceedings, page 2489, which will prohibit any person from conducting a hotel without first obtaining a license therefor, for the reason that, in my judgment, Section 6 of said ordinance imposes undue liabilities and hardships upon persons conducting hotels and dramshops connected therewith.

The ordinances and statutes regulating the keeping of dramshops provide sufficient safeguards for the welfare of the community and impose adequate penalties upon those violating them, and there is no reason for imposing heavier penalties such as are proposed by the ordinance in question.

While it may be, and oftentimes is, proper to deprive a person guilty of repeatedly violating the dramshop ordinance of the opportunity to obtain a new license, there is no justification for prohibiting him from engaging in another business, even though such other business is controlled by ordinance.

I herewith attach opinions of Mr. William D. Barge, Assistant Corporation Counsel, and Mr. Frank D. Comerford, Attorney for the Police Department, and respectfully ask your consideration of the same in reference to this matter.

I would suggest that the vote by which the ordinance was passed be reconsidered and that the ordinance be amended by striking out said Section 6 and then be repassed.

Respectfully,

E. F. DUNNE,
Mayor.

Ald. Dunn moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Dunn moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Harkin moved that the ordinance be recommitted to the Committee on License.

Ald. Scully moved to lay on the table the motion to recommit.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Harding, Dixon, Derpa, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Maypole, Beilfuss, Nowicki, Sitts, Dever, Finn, Reese, Werno, Hahne, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Burns, O'Connell, Roberts, Fisher, Bihl, Nolan, Race—36.

Nays—Kenna, Coughlin, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Harkin, Smith, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Foell, Sullivan, Dougherty, Jacobs, Krumholz, Wendling, Golombiewski, Bradley, Kohout—28.

Ald. Dunn moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Harding, Dixon, Richert, Young, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Bowler, Stewart, Finn, Reese, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—54.

Nays—Kenna, Coughlin, Foreman, Pringle, Dailey, Martin, McCormick, Bennett, Snow, Conlon, Powers, Foell—12.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. For the purposes of this ordinance, a hotel is defined to be any hotel, inn, rooming house, lodging house, or other public house or place which provides lodging for hire either with or without board, for the transient accommodation of the public.

SECTION 2. No person shall keep, conduct, or maintain a hotel unless he be licensed so to do in accordance with and pursuant to the provisions of this ordinance. Every day in which a hotel is kept, conducted or maintained without such license shall be a separate violation of this ordinance.

SECTION 3. The Mayor shall grant a license for the keeping of a hotel to any person who shall apply to him in writing therefor, who shall be of good character and shall furnish the Mayor with satisfactory evidence of the same and who shall not be indebted to the City of Chicago on account of any unpaid fine adjudged against him for the violation of any provision of any ordinance of the City of Chicago relating to the keeping or conducting of a hotel. Such application shall specifically describe the premises and the number of lodging rooms for guests in which it is proposed to conduct such hotel.

Provided, however, that no license to keep a hotel shall be issued to any one

other than the proprietor except in the case of a corporation, in which case the license may be issued either to the corporation or to any one designated by such corporation as manager. Where a corporation is proprietor, the application shall be signed by its President or Secretary, and shall truly state the names and addresses of all of its officers and directors. A license to a firm shall be issued in the names of the individual members of the firm.

Every applicant shall execute to the city a bond, with at least two sureties to be approved by the City Collector, in the sum of five hundred dollars, conditioned that the applicant will faithfully observe and conform to all ordinances in force at the time of his application, or thereafter passed, during the period of the license applied for, concerning or in any manner relating to the conduct or management of hotels and will promptly pay all fines which may be adjudged against him for the violation of any provision of any such ordinance during the period of his license. No application for a license shall be considered until the bond herein required shall have been filed and approved.

SECTION 4. Any person complying with the aforesaid requirements, and upon the payment in advance to the City Collector of a license fee of fifteen dollars, shall receive a license under the corporate seal, signed by the Mayor, and attested by the City Clerk, which shall authorize the person or persons therein named to keep a hotel at the place and of the number of rooms designated in the license and for the period stated therein. Licenses may be issued for the full licensed year or for the unexpired portion thereof, and if issued for the unexpired portion of the license year the fee to be paid therefor shall bear the same ratio to the sum required for the whole year that the number of days in such unexpired portion bears to the whole number of days in the year; provided that no license shall extend beyond the thirtieth day of April next following its issuance.

SECTION 5. Every hotel licensed under this ordinance shall at all times keep a book or register wherein shall be entered and registered at the time and in the proper order the name of every person becoming a guest of such hotel or an occupant of any room or portion of the premises, excepting employees of the hotel. Such register shall at all times be open to the inspection of the Mayor, the Chief of Police, and the police officers of the City of Chicago and their assistants.

SECTION 6. No person keeping or conducting a hotel shall permit the same to be or become a resort of disreputable persons nor knowingly permit or suffer the same to be used or occupied by persons for immoral purposes.

SECTION 7. Any person violating any provision of this ordinance shall be fined in a sum not less than ten dollars nor more than two hundred dollars for such offense; if any person, having been once convicted by the judgment of any court of violating any provision of this ordinance, the Mayor may, in his discretion, if such person has a license, in addition to other penalties provided by ordinance or by law, revoke such license, and if any person shall be convicted of a second offense by the judgment of any court of violating any provision thereof, and if such person has a license, the Mayor shall revoke his license, and no license shall thereafter be issued to such person until the expiration of two years from and after the date of the judgment of such second conviction.

SECTION 8. This ordinance shall not be so construed as to include boarding houses or places where board or lodging alone are furnished exclusively by the week or longer period.

SECTION 9. This ordinance shall take effect and be in force from and after its passage and due publication.

CITY CLERK.

The City Clerk presented a report of the acceptance and bond of Albaugh Bros., Dover & Co., under ordinance of December 10 1906, filed in his office since the last preceding meeting of the Council,

Which was placed on file.

ALSO,

A communication from the Vice-President of the Chicago City Railway Company transmitting frontage petitions for the construction of a street railway on Western avenue, from 26th street to 37th street.

Ald. McCormick moved to refer the petition to the Commissioner of Public Works for the verification of the signatures thereon, the papers then to be referred to the Committee on Local Transportation.

The motion prevailed.

ALSO,

The claim of Otto R. Schache, administrator, which was

Referred to the Committee on Finance.

ALSO,

The following communications, which were placed on file:

THE FIREMEN'S ASS'N OF CHICAGO,
CHICAGO, January 7, 1907.

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—On Wednesday afternoon, January 9th, at 2 o'clock, in Room 613 Masonic Temple, the ballots of the referendum vote now being taken in the Fire Department on the question of the adoption of the two-platoon system, will be opened and counted.

We have sent invitations to the Mayor, the Finance Committee and the press, to send representatives, and we herewith extend an invitation to the members of the Council to be present and note the result of the vote.

Respectfully,

THE FIREMEN'S ASS'N OF CHICAGO,
(Signed) GEO. B. HARGAN,
President.

HENRY E. SCHREIBER,
Secretary.

NATIONAL ASS'N OF CEMENT USERS,
January 4, 1907.

To the Honorable Mayor and City Council:

GENTLEMEN—The National Association of Cement Users will hold a convention in this city during the week of January 7th to 12th. The convention, at which numerous papers on the use of cement, particularly in house building construction, will be presented, will be of large general interest. During the same time an exhibition of cement products and machines for producing such products will be held in the Seventh Regiment Armory building, 16th and Dearborn streets. It is believed this will be of large general interest, and we believe, in view of the fact that you may be called upon to legislate with reference to the use of such products, you will find it of interest to yourselves. I have supplied the City Clerk with complimentary tickets and programs for your use, and request the pleasure of your company on such occasions as are most convenient.

Yours very truly,

W. W. CURTIS,
Secretary.

ALSO,

The following communication, which was referred to the Committee on Local Transportation:

CHICAGO FEDERATION OF LABOR,
CHICAGO, January 7, 1907.

To the Honorable Mayor and the City Council of the City of Chicago:

GENTLEMEN—At the regular meeting of

the Chicago Federation of Labor held January 6th, the Secretary was directed to notify your Honorable Body that the Federation concurred in the enclosed objections to the proposed Chicago City Railway ordinance presented to your Transportation Committee on January 2nd, by Mr. David K. Tone, representing the Referendum League, Municipal Ownership Delegate Convention and the Chicago Federation of Labor, and that the Legislative Committee of the Federation of Labor was directed to confer with these organizations at once and take the necessary steps to put into circulation a petition under the public policy law providing for the submission to the people of the proposed traction ordinance, at the election April 2nd. The Federation of Labor also instructed the Secretary to notify you of the adoption of the following recommendations of its Legislative Committee:

RECOMMENDATIONS ADOPTED BY THE CHICAGO FEDERATION OF LABOR, JANUARY 6, 1907.

That the Chicago Federation of Labor demand that the City Council pass no ordinance dealing with the settlement of the traction question on any basis whatever until the decision of the Supreme Court is announced on the Mueller Certificate ordinance now pending in said court.

That no ordinance of any kind dealing with the settlement of the traction question be passed until after the same has been submitted to the voters of Chicago and by them approved.

That the Chicago Federation of Labor demand that provision be made in any settlement of the traction question for a minimum wage and maximum hours for the street railway employes whose interests have not as yet been considered in the pending ordinance, and that the Legislative Committee be instructed to take such steps as it is advised are necessary to protect the interests of all street railway employes in this matter.

Respectfully submitted,

E. N. NOCKELS,
Secretary.

ALSO,

The report of the Chicago Relief and Aid Society for the year ending October 31, 1906,

Which was placed on file.

CITY COLLECTOR.

The City Collector presented the following report:

CITY COLLECTOR'S OFFICE,
January 7, 1907.

To the Honorable Edward F. Dunne. Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for the halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,
City Collector.

Benefit Society of Michael Reese Council, 501 North avenue.

Sokol Vlast Jednota, 3000 Union avenue.

St. Joseph Society, 1800 West 48th street.

Colonial Aid Society, 862-66 West Division street.

White Eagle Commercial Association, 876 Milwaukee avenue.

St. Cecylia Society, 100 West Blackhawk street.

Tow. Sw. Apolony, 800 South Ashland avenue.

Lithuanian Society Gostka, 800 South Ashland avenue.

Polskich Krawcow Society, 494 Noble street.

St. Szczepana Society, 494 Noble street.

New Chicago Lodge, North avenue and Halsted street.

Bohohesna Society, 147 West Chicago avenue.

Sbor Palma Vlasti, 1116 South Kedzie avenue.

Hannibal Aid Association, 324 East Division street.

Hunting and Fishing Association Orel, 720 Allport street.

Court 1394, C. O. F., 1110 North Robey street.

St. Hyacinth Court, No. 1197, C. O. F., 1110 North Robey street.

Seventh Regiment Infantry, I. N. G., 16th and Dearborn streets.

St. Peter and Paul Society, 14 Will street.

St. Martin Society, 14 Will street.

Fortschritt Council, No. 1104, 10459 Avenue M.

Tow. Polek S. W. Auny R. C. U., No. 265, 861 Wolfram street.

Chicago Fraternal League, Liberty Council, No. 5, Hancock and Cortland streets.

Humboldt Lodge, No. 84, D. O. H., 501 West North avenue.

Frauen Unterstutzung Verein, North avenue and Halsted street.

Chicago Aschenbroedel Verein, 401 Webster avenue.

Fifth Ward West End Mutual and Benevolent Association, 2988 Archer avenue.

Lesnik Court, No. 6, C. A. L., 48th and Honore street.

Pokrok Chicago, No. 34, 612 West 18th street.

Ekaterinaslauer Unterstutzung Verein, Taylor street and Centre avenue.

Oesterreich Kranken Unterst. Verein, 842 Clybourn avenue.

Danish Hundred Man Benefit Society, 901 Washtenaw avenue.

Tremont Association of Englewood, 15th and Wabash.

Catalpa Athletic and Benevolent Association, 401 Webster avenue.

Plattdeutsche Gilde, No. 84, 68 East Fullerton avenue.

Auxillary Aid Society, 15th and Wabash avenue.

Wom. Society, Fivena, No. 2, 585 South Centre avenue.

Slavya Society, 585 South Centre avenue.

Court Fullerton, No. 3286, I. O. F., 876 Milwaukee avenue.

Northwest Ladies' Society, 876 Milwaukee avenue.

Golden Antlers Outing Club, Halsted and North avenue.

Eintracht Lodge, No. 5, O. D. H. S., 3421 South Halsted street.

Lithuanian Catholic Order of Vytanto, 3421 South Halsted street.

Prophet Jecheskel Lodge, No. 76, 444 West Taylor street.

Benevolent Geo. B. McClellan Council, 3143 State street.

Chopin Singing Society, 32-4 Emma street.

Bohemian Young Men Society, 32-4 Emma street.

Polish Sharpshooters of T. Kosciousko, 32-4 Emma street.

Lodge Beneficial, No. 363, Lawndale, 520 26th street.

Huzzary Polske, 3310 Morgan street.

County Democracy Association, Peck Court and Wabash avenue.

Newspaper Bundle Carriers' and Helpers' Local, No. 11921, Taylor and Centre.

Gross Park Lodge, No. 9, Order of Herman Sisters, Belmont and Paulina street.

Benefit of Employes of Randall Landfield Co., Centre avenue and Taylor street.

Ivanhoe Tent, No. 276, K. O. T. M., 200 West Division street.

Crane Co. Employes' Benefit Society, 501 West North avenue.

Hamilton Damenchor, 1657 69th street.

Holy Mary of Good Advice, 1566 West 22d street.

Spolek Sv. Frantaska No. 206, 1566 West 22d street.

Victoria Deutscher Frauen Verein, North avenue and Halsted street.

Fruit and Confectionaries Association, 257 North Clark street.

Young Men's Democratic Club, 69th and Ashland avenue.

Bohemian Central Union of Printing Trades, 590 West 18th street.

Pjevecky Sbor Karel Bendl, 590 West 18th street.

Roanoke Benevolent Association, 823 Ashland avenue.

Croatien Singing Society, 714 Blue Island avenue.

Chosen Friends Lodge, No. 170, K. of P., 876 Milwaukee avenue.

The Annikators Cicero C., No. 7, K. of P., Peck court and Wabash avenue.

International Brotherhood of Blacksmiths, 43d and State street.

Spolek sv Antonia, 2035 West 47th street.

Warsaw Ladies' Benevolent Association, Taylor street and Centre avenue.

Junior Franklin Union, No. 4, Taylor and Centre avenue.

Which was ordered published and placed on file.

COMMISSIONER OF PUBLIC WORKS.

The Commissioner of Public Works presented the following communication and order:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, January 7, 1907.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In 49th avenue, from 150 feet south of Fulton street southward 37 feet; size, 8 inches; probable cost including hydrants and basins, $61.05; pays 40 cents.

In Homan avenue, from Fillmore street northward 125 feet; size, 8 inches; probable cost including hydrants and basins, $206.25; pays 34 cents.

In 58th street, from Monroe avenue westward 268 feet; size, 8 inches; probable cost including hydrants and basins, $442.20; pays 10 cents.

In 45th street, from Lincoln street eastward 100 feet; size, 8 inches; probable cost including hydrants and basins, $189.75; pays 13 cents.

Respectfully,
WM. L. O'CONNELL,
Commissioner of Public Works.

Ald. Foreman moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

CORPORATION COUNSEL.

The Assistant Corporation Counsel presented the following opinion, which was ordered published and placed on file:

OFFICE OF THE CORPORATION COUNSEL,
January 7, 1907.

To the Honorable, the City Council:

GENTLEMEN—Your Honorable Body at the instance of Alderman Uhlir recently passed an order requesting of this department an opinion as to what if any right the West Park Commissioners—in carrying forward the work of improving Marshall boulevard under a special assessment levied for that purpose—had to close or obstruct the streets opening into

said boulevard, and also whether the expense of such improvement can be met otherwise than by special assessment in the event that the Commissioners extend such streets into and across said boulevard.

What is now Marshall boulevard existed and was known as Southwest boulevard long before the land abutting and adjoining it was subdivided in blocks and lots—long before any streets or alleys were ever plotted or existed there.

The streets that are closed by the Commissioners never extended across the boulevard, but ended at the boulevard line.

Until the work of improvement was in actual progress the residents along these streets believed that the streets extended across the boulevard and while the special assessment proceedings were pending in court interposed no objection to the plan of the improvement, and it would seem did not realize the extent or effect of the improvement until it was too late to remedy the injury that has thus fallen upon them.

The law provides that the cost of such improvement shall be paid by special assessment levied upon the property benefited and the Commissioners have no authority to adopt another and different method than the one provided by law for meeting these expenses. They cannot, therefore, use money otherwise obtained to pay for this improvement.

The Commissioners fear that if they should now open these streets into and across the boulevard, litigation would arise involving the right and authority to collect the assessment, since it would be levied for one improvement and collected and applied upon another and different improvement.

I am informed by the attorney for the West Park Board that the Commissioners have expressed a willingness, to open these streets free of expense to the property owners, after three of the five installments have been collected.

As neither the city nor the persons assessed for this improvement can compel the Commissioners to open these streets into Marshall Boulevard, there seems no other course left than to abide the time when of their own accord the Commissioners shall restore to these property owners the street benefits and privileges now withheld from them.

Very respectfully,

W. W. DeArmond,

Assistant Corporation Counsel.

Approved:

Wm. D. Barge,

Assistant Corporation Counsel.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance, having had under consideration a communication from the Commissioner of Health requesting the purchase of the northeast corner of Twelfth place and Union street, submitted a report recommending the passage of an accompanying order.

By unanimous consent, on motion of Ald. Bennett, the report was concurred in, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase property located at the northeast corner of Twelfth place and Union street, known as lot 8 in sub-division of lot 7 in block 67 Canal Trustees' new subdivision of blocks in northwest ¼ of section 21-39-14, at a price not to exceed thirty-five hundred dollars ($3,500.00), subject to general taxes of 1906, and special assessments for improvements not yet made, the buildings thereon to be reserved by present owner and to be removed and possession to be given to the city wthin sixty (60) days after delivery of deed to the city.

This action is taken in accordance with the recommendations of the Commissioner of Health and City Comptroller, dated December 28th, 1906, and both attached hereto.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred petition of Thomas F. Daly and others in regard to refund of special assessment paid for water supply pipe in North Forty-eighth avenue, from West North avenue to Thomas street, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Water Assessor in making a survey of water pipe laid in North Forty-eighth avenue, from West North avenue to Thomas street, be and he is hereby authorized and directed to consolidate the survey of North Forty-eighth avenue, between the points named above, with a survey of West Division street from North Forty-sixth avenue to North Forty-eighth avenue, and if survey, when so made, indicates that the combined frontage of both above named streets pays ten cents per foot or over, then the Commissioner of Public Works is hereby authorized and directed to refund ninety per cent of special assessment collected under Warrant 31984 for laying water supply pipe in North Forty-eighth avenue, between West North avenue and Thomas street, in accordance with the ordinance providing for such refund.

SECTION 2. This ordinance shall be in force from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from City Clerk in regard to amendments to Revised Municipal Code, Section 2402, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an ordinance heretofore passed on June 25th, 1906, as shown at pages 998 to 1001 of the Council Proceedings of that date, amending Sections 2402, 2421, 2434, 2442 and 2443 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended as follows: By striking out after the word "exempt" in the seventh line of the left hand column, page 999, the words "from water rates and charges any building, structure, or premises, or from any part thereof occupied by any military organization; nor shall any-

thing herein contained be held to exempt."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Board of Examining Engineers in regard to appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer in the appropriation for Board of Examining Engineers from Account A, Salaries, to Account B, Miscellaneous Expense, the sum of forty-seven and twenty-seven one-hundredths dollars ($47.27) in accordance with the request of the said Board, dated January 4th, 1907, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Buildings in regard to appropriation, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in the appropriation for the Department of Buildings, in accordance with the request of the Commissioner of Buildings, dated January 4th, 1907, and attached hereto. From Account 24 A, Salaries, to Account 24 B, Miscellaneous Expense, the sum of four hundred dollars ($400.00).

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Prosecuting Attorney in regard to appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order, in accordance with the request of the Prosecuting Attorney, dated January 4th, 1907, and attached hereto:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from Fund "5-A," Prosecuting Attorney's office, to Fund "5-C," Prosecuting Attorney's office, the sum of one hundred ($100.00) dollars.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom

was referred request of Superintendent of Police for transfers in appropriations, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer in the appropriation for the police department five hundred dollars ($500.00) from Fund 22, Division A, Salaries, to Fund 22, Division B, Miscellaneous, in accordance with the request of the General Superintendent of Police, dated December 27, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred bids for gasoline lighting, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Electrician be and he is hereby authorized to accept the bid of the American Development Company for lighting parts of streets and public places during the year 1907 by gasoline lamps at two and twenty-five one-hundredths dollars ($2.25) per month for each sixty candle power light, in accordance with specifications, advertisement and proposal attached hereto.

FRANK I. BENNETT,
Chairman.

DEPARTMENT OF ELECTRICITY,
CHICAGO, January 7, 1907.

Hon. F. I. Bennett, Chairman, Finance Committee:

DEAR SIR—Attached hereto please find proposal of the American Development Company to furnish and maintain gasoline lamps on certain streets in the City of Chicago during the year 1907, at $2.25 per lamp per month. This is an advance of 10 cents per lamp per month over the price paid last year, which advance the company claims is caused by the increased cost of labor and gasoline oil.

The company claims that gasoline alone costs them 13 1-3 cents per lamp per month more than it did during the year 1906.

There was only one proposal received in response to advertisements in the Chicago Daily Journal, and, as a matter of fact, the company appears to be the only one in position to bid as they own the poles and lamps now in operation, and owing to prospective arc lights operated with Drainage Canal power it is doubtful if any company can be found to go to the expense of putting up posts and lamps for a one-year contract.

These facts are submitted for the consideration of your Honorable Committee and such action as you may deem proper.

Respectfully submitted,
WM. CARROLL,
City Electrician.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of R. A. Davis for issuance of duplicate water certificate, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of of Public Works be and he is hereby authorized to issue a duplicate water pipe deposit certificate of No. 508, issued No-

vember 6th, 1893, to R. A. Davis, amounting to six hundred six and twenty-eight one-hundredths dollars ($606.28), said duplicate certificate to be issued upon the giving of a bond satisfactory to the Commissioner of Public Works by said R. A. Davis in twice the amount of said certificate, saving the city harmless on account of issuance of said duplicate certificate. This action is taken upon the report of the Commissioner of Public Works that said certificate is still outstanding, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Charles A. Dreier, for refund of amount paid for meter merchandise, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Charles A. Dreier in the sum of twelve and seventy-five one-hundredths dollars ($12.75), same being for meter merchandise paid for but not used, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in regard to extra work on contract of Hawes & Dodd, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extra work amounting to eighty-five dollars ($85.00) done by Hawes & Dodd in connection with their contract at the Thirty-ninth Street Pumping Station, in accordance with the request of the Commissioner of Public Works attached hereto, and the Comptroller is ordered to pay the same from appropriations for Intercepting Sewers.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Mrs. Mary Henry for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow to Mrs. Mary Henry nine (9) days' time, amounting to fifteen dollars ($15.00) deducted from her wages on account of absence from duty owing to illness, and the Comptroller is ordered to pay the same from appropriations for City Hall.

This action is taken in accordance

with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Home Stove Works for refund of deposit, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of of Public Works be and he is hereby authorized and directed to issue a voucher to the Home Stove Works in the sum of ten dollars ($10.00), being amount deposited for use of fire hydrant key, said key having been returned November 24th, but deposit retained because of the loss of deposit receipt No. 2259, and the Comptroller is ordered to pay said voucher; the said voucher not to be issued nor payment made thereon until a bond in twice the amount has been given, saving the city harmless on account of payment of said deposit without the return of the original receipt.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of Zero Marx for issuance of water pipe certificate to replace one heretofore issued, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commssioner of Public Works be and he is hereby authorized to issue a water pipe certificate to replace certificate No. A 217, which was issued to Zero Marx to cover money deposited for laying water pipes on August 5th, 1891, said certificate to contain the conditions of certificates issued prior to November 2d, 1891, as the money was deposited and the work done and billed prior to said date.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred claims of Julia Muirhead for salary, Peter Berghuis for expense on contract, and Agnes Maloney, for compensation for damages to property by removal of viaduct, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

GAS, OIL AND ELECTRIC LIGHT.

The Committee on Gas, Oil and Electric Light submitted the following report, which was, on motion of Ald. Young, deferred and ordered published:

CHICAGO, January 5, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Gas, Oil and Electric Light, to whom was referred an ordinance establishing a department for the inspection of gas meters and gas, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance and the publication of the accompanying communication:

OFFICE OF THE CORPORATION COUNSEL,
January 3, 1907.

Hon. Linn H. Young, Chairman, Committee on Gas, Oil and Electric Light:

DEAR SIR—Replying to yours of December 20th, relative to ordinance in reference to inspection of gas meters, permit me to say:

In my opinion it is desirable that the provision in Section 3 that the inspection shall be "conclusive both upon the gas company owning such meter and the consumer" should be incorporated in the ordinance, and that there is an advantage in having this provision in the ordinance for the reason that such provision saves many disputes over inspection.

In relation to that portion of your letter regarding the payment of salaries of inspectors for inspecting new or replaced meters, I beg to say that I know of no provision that could be incorporated in the ordinance providing that the company should pay these inspectors, and the manner suggested in your letter is the usual and ordinary course followed in many instances by the city where inspectors and other employes of the city are paid by private parties or concerns, and if any dispute arises over that question it can be settled at the time it arises.

I attach hereto typewritten copy of the ordinance for introduction in the Council, which has been carefully inspected for errors in wording and phraseology, and which is in accordance with the suggestions submitted to me by the Gas Inspector and your Committee.

All of which is respectfully submitted.

Yours very truly,

FRANK L. CHILDS,
Assistant Corporation Counsel.

Approved:

WM. D. BARGE,
Assistant Corporation Counsel.

AN ORDINANCE

Amending Sections 924, 925, 926, 927, 928, 929, 930, 932, 933, 935, 937, 938 and 940 of the Revised Municipal Code of Chicago of 1905, and providing for test of new meters and presence of representative of company at test.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 924 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**924. Duty to Test Meters.**) It shall be the duty of such Inspector to examine and test any gas meter furnished to any consumer of gas by any gas company furnishing illuminating gas in this city whenever requested to do so by such consumer. Said inspection upon the request of a consumer shall be made substantially in accordance with the following requirements: Whenever any consumer of illuminating gas furnished by a gas company furnishing gas in the city shall make a request for such inspector to have any meter or meters so furnished and installed by such gas company on the premises of such consumer inspected for the purpose of ascertaining whether such meter registers accurately and correctly and pays the fee as hereinafter fixed, said inspector shall proceed to make a test of such gas meter. Before making any such test the inspector shall give notice to the person making application for such test, and also to the gas company whose meter is about to be tested, of the time and place where he intends to test such meter. Notice to the company shall be given in writing sent by mail to such gas company at its principal office in the city, and notice shall be sent to such applicant in writing by mail addressed to the premises described in the application for such test. Such notice shall be mailed at least twenty-four hours before the time set for the test of such meter. The

test of such meter shall be made by the inspector or his duly authorized agent or agents at such place as he may designate in such notice or notices, and shall be made in such manner as to thoroughly test such meter with a view of ascertaining whether it registers accurately."

SECTION 2. That Section 925 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"925. **Testing of Meters—Unit of Measure—Pressure at Which Test Is to Be Made—Standard Meters—Variations Allowed.)** The unit of measure to be employed by the inspector in making the test of meters herein provided for shall be the cubic foot containing 62.321 pounds of rain or distilled water at a temperature of sixty-two degrees Fahrenheit, and at a barometric pressure of thirty inches.

All meters shall be tested at a pressure which will balance a column of water five-tenths of an inch in height, and the accuracy of such meter shall be determined by the use of standard meter provers designed and constructed for the purpose.

There shall be maintained in the office of the Inspector of gas meters and gas at least three standard gas meters which have been tested, sealed and certified by the United States Bureau of Standards. The meters so maintained shall be used as standards for the purpose of checking the working provers which are used by said Inspector in checking and testing meters used by consumers of gas. Any consumer's meter tested by said Inspector shall be deemed to be correct if it registers not to exceed two per cent above or two per cent below accuracy. Any meter found to be either fast or slow as herein defined shall be adjusted by the gas company owning same so as to bring it as close as practical to accuracy within the limits herein specified before again being placed in service."

SECTION 3. That Section 926 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"926. **Inspection Conclusive.)** The inspection herein provided for to be made by such Inspector shall be conclusive both upon the gas company owning such meter, and the consumer in or upon whose premises such meter was installed, and the amount of gas flowing through such meter for a period of six months before the close of the month in which such meter shall be inspected shall be adjudged to be as if such meter were during such six months in the same condition as it was at the time such inspection was made."

SECTION 4. That Section 927 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"927. **By Whom Fee Is to Be Finally Paid.)** If the result of any such inspection shall show any meter so inspected to be inaccurate as herein defined, and to have registered in such a manner as to show a greater consumption of gas than was actually consumed or than actually flowed through such meter, the amount advanced by the person desiring such test shall be forthwith returned to such person, and such inspection shall be made without any cost or expense of any kind to him, the cost of making such inspection of any meter so found to be inaccurate shall be paid by the company furnishing gas through the same, and by whom or for whose benefit such meter was installed, and the amount of the fee as herein fixed for such inspection shall be paid by such company upon a bill being presented to it by the Inspector with his certificate showing that such

meter was found by him to be inaccurate. If the result of any inspection of any meter shall show such meter to be registering accurately as herein defined or to have registered a smaller amount of gas than actually flowed through such meter, in such case the expense of such inspection shall be paid for out of the fee required to be advanced by the person, firm or corporation making application for such inspection, and no part of such fee shall in any case be returned to such applicant."

SECTION 5. That Section 928 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"928. Fees.) Any person, firm or corporation desiring the inspection of any gas meter within the city as provided in Section 4 (four) hereof shall accompany the application for such inspection with a fee of one dollar which shall be paid to the City Collector, and for which such applicant shall obtain a receipt from the City Collector, showing such payment, which receipt shall describe the location of the gas meter to be inspected and shall contain the name of the person, firm or corporation for whose benefit said gas meter was installed, said receipt when presented to the Inspector shall be his authority for making the inspection herein provided for."

SECTION 6. That Section 929 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"929. Disconnection of Meters to Be Inspected.) Whenever a request shall be made to inspect any meter which is installed in any premises, the Inspector of Gas Meters and Gas shall have the right, upon giving the notices hereinbefore provided for, to require the gas company owning the same to disconnect and detach such meter and convey the same to such place as he may direct for the purpose of making his inspection, the said gas company installing another meter in place of the one so removed for inspection and test."

SECTION 7. That Section 930 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"930. Office Hours—Apparatus.) Said Inspector shall keep an office in the City Hall, where he shall be found during all business hours of each business day, except when absent on business connected with his official duties.

He shall keep in his office a standard one hundred inch bar photometer, with the ordinary and usual accessories of the same."

SECTION 8. That Section 932 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"932. Records to Be Kept.) Said Inspector shall keep a register or registers in his office, in which he shall record the number and description of each meter inspected by him, and the time when it was tested by him, together with a record of all notices sent or given by him, and all other proceedings of his office. Such records shall at all times be open to the inspection of the Mayor, any member of the City Council, and the head of any department, or any citizen of the City of Chicago.

SECTION 9. That Section 933 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"933. Duty of Inspector to Test Quality of Gas.) Said Inspector shall from time to time make photometric tests of the quality of illuminating gas furnished by the various gas companies or persons engaged in the business

of furnishing and supplying gas to consumers in the city, and he shall communicate to the City Council the result of such tests. If at any time he shall discover that the quality of illuminating gas being furnished or supplied to the city or to any consumer by any person or corporation engaged in the business of furnishing or supplying gas, either as to purity or illuminating power, is below the standard required by the provisions of this ordinance, and any and all other sections of the Revised Municipal Code of Chicago of 1905, he shall forthwith report such fact to the City Council with a record showing the tests made by him."

SECTION 10. That Section 935 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**935. Monthly and Annual Report.)** Said Inspector shall immediately after the first day of each month prepare and submit to the Comptroller a report of the number of meters inspected during the previous month. Said Inspector shall annually on or before the first day of May in each year report in writing to the City Council the transactions of his office during the preceding year, with such other information as he may deem necessary and proper."

SECTION 11. That Section 937 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**937. Purity of Gas.)** Any person or corporation engaged in, carrying on, or conducting the business of furnishing or supplying illuminating gas in the city to any consumer or consumers shall be and hereby is required to furnish and supply such gas which shall be so far free from sulphuretted hydrogen that it shall not discolor a test paper imbued with acetate of lead when such test paper is exposed to a column of gas issuing for thirty seconds under a pressure of five-tenths of an inch of water, and so that one hundred cubic feet of such gas shall not contain more than twenty grains of sulphur, and so that one hundred cubic feet of such gas shall not contain more than five grains of ammonia.

All tests to be made for the purpose of establishing the percentage of sulphur in illuminating gas furnished by any person or corporation furnishing gas in the city, shall be made or conducted with the Tutweiller Sulphuretted Hydrogen Apparatus, and the sulphur in other forms shall be determined by means of the Gas Referees Sulphur-determining Apparatus, and methods ordinarily employed in the use of the same."

SECTION 12. That Section 938 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**938. Illuminating Power.)** Any person or corporation engaged in, carrying on or conducting the business of furnishing or supplying illuminating gas in the city to any consumer or consumers shall be and hereby is required to furnish and supply gas of an illuminating power of not less than twenty-two candle power. The gas while being tested shall be burned by means of a No. .07 Bray Slit-Union low pressure burner when used in connection with the photometer and accessories hereinbefore specified.

The unit and standard of light shall be that volume of light which is produced in a horizontal direction by one standard English candle burning at the rate of one hundred and twenty grains of sperm per hour."

SECTION 13. That Section 940 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**940. Penalty.)** Any person or corporation engaged in, carrying on, or con-

ducting the business of furnishing or supplying illuminating gas in the city to any consumer or consumers, who shall furnish gas of a lower standard of purity or of less illuminating power than that required in and by the provisions of this article, or who shall violate any other provision of this article, shall be fined not less than fifty dollars nor more than two hundred dollars for each offense; and each and every day on which any such person or corporation shall furnish or supply illuminating gas to any person in the city in violation of any of the provisions of this article shall be deemed a separate and distinct offense. And any person or corporation who violates, neglects, or refuses to comply with, or who resists or opposes the enforcement of any of the provisions of this ordinance, shall be fined not less than twenty-five dollars nor more than two hundred dollars for each offense."

SECTION 14. **New Meters.)** All new meters installed by any gas company after the passage of this ordinance shall be examined and tested under the supervision of the inspector of gas meters and gas previous to the installation of same, and said inspector shall seal the same with some suitable seal or stamp indicating that said meter has been examined and tested under the supervision of such inspector and found to be registering accurately and said seal shall specify the date under which said inspection was made. No gas company furnishing gas in the city shall after the passage of this ordinance install any meter unless the same has been examined, tested and sealed as herein provided and all meters disconnected for inspection and test as herein provided or for repairs after the passage of this ordinance shall also be examined, tested and sealed in the same manner as is required in the case of new meters before the same shall again be connected or re-installed.

SECTION 15. **Representative of Company at Test.)** Any company supplying gas to the city or its inhabitants, or any gas consumer, may at his or its option be represented at any and all tests made of the gas meters, supplied or used by the said company or person.

SECTION 16. **Penalty.)** Any gas company, corporation or vendor of gas within this city, who shall furnish or use any meter contrary to, or in violation of the provisions of this article, shall, on conviction thereof, be fined not less than twenty-five dollars nor more than one hundred dollars for each and every offense.

SECTION 17. This ordinance shall take effect and be in force from and after its passage and publication according to law.

LINN H. YOUNG, *Chairman.*

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting Armour & Company switch track in Herndon street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Armour & Company, a corporation, its successors or assigns, to lay down, construct, maintain and operate one single railroad switch track in, along, and upon the westerly side of

Herndon street from a point about two hundred and forty-two (242) feet south of the south line of George avenue, connecting with the tracks of the Chicago, Milwaukee & St. Paul Railroad Company in Herndon street and running in a northwesterly direction for a distance of about one hundred and sixty (160) feet into the premises of Armour & Company, situated in Lots One (1) to Five (5), Blocks Seven (7), Lill & Diversey's Subdivision of the Southwest One-half (S. W. ½) of the Northwest One-quarter (N. W. ¼) of Section 29-40-14, as shown in the blue print attached, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Armour & Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Herndon street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Herndon street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee at the expiraton of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago

and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof and shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Armour & Company shall pay to the City of Chicago the sum of one hundred five ($105.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Armour & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 7, 1906.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting Peter Hand Brewing Company switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Peter Hand Brewing Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the easterly side of Hawthorne avenue, from a point about five hundred and twenty-five (525) feet northwest of the north line of West North avenue, connecting with the tracks of the Chicago, Milwaukee & St. Paul Railroad Company in Hawthorne avenue and running in a southeasterly direction for a distance of about two hundred and fifty (250) feet into the southwesterly line of Lot ten (10) of Sub-block eight (8), of Subdivision of Lots one (1) and two (2) in Block eight (8), Sheffield's Addition in Southeast one-quarter (S. E. ¼) of Section 32-40-14, as shown in the blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Peter Hand Brewing Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and ex-

pense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Hawthorne avenue as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Peter Hand Brewing Company shall pay to the City of Chicago the sum of one hundred forty-three ($143.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that with-

in thirty (30) days from the date of its passage said Peter Hand & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting Nelson Morris & Co. switch track in Hawthorne avenue, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Nelson Morris & Company, a corporation, its successors or assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the easterly side of Hawthorne avenue from a point about one hundred and ten (110) feet northwesterly of the northwest corner of Lot thirty-eight (38), Block seventy-two (72), Elston's Addition, in Section five (5), township thirty-nine (39) North, Range fourteen (14), east of the Third Principal Meridian, connecting with the right-of-way of the Chicago, Milwaukee & St. Paul Railroad Company's tracks in Hawthorne avenue and running to the west line of Lot thirty-nine (39), Block seventy-two (72), Elston's Addition, in Section five (5), Township thirty-nine (39) North, Range fourteen (14), as shown in the blue print attached, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Nelson Morris & Company, the grantee herein, will within thirty days after the date of the passage of this ordinance file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance or operation of said switch track, or failure to keep in repair such parts of said Hawthorne avenue as is occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of re-

peal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Department of Public Works shall direct, then said Department may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, such work shall be done by or under the direction of the Department of Public Works of the City of Chicago, and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof and shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Nelson Morris & Company shall pay to the City of Chicago the sum of one hundred ($100.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Nelson Morris & Company shall file with the City Clerk of the City of Chicago their written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting Swift & Company switch track in Herndon street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby given and granted to Swift & Company, a corporation, its successors and assigns, to lay

down, construct, maintain and operate one single railroad switch track in, along and upon the easterly side of Herndon street, from the south line of Wellington street to the north line of George street, and connecting with the main track of the Chicago, Milwaukee & St. Paul Railroad Company in Herndon street, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Swift & Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, costs and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Herndon street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Herndon street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block, and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same, and the expense thereof shall be paid by the said grantee. Should said grantee at the expiration of the privileges herein granted, either by lapse of time or otherwise fail to remove said track and restore said part of said street so occupied by said track to the proper condition, as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of said work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks, and

the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Swift & Company shall pay to the City of Chicago the sum of two hundred fifty ($250.00) dollars per annum in advance, each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within thirty (30) days from the date of its passage, said Swift & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting Fred W. Wolf Co. two (2) iron pipes, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Fred W. Wolf Co., its successors and assigns, to lay down and maintain two (2) iron pipes not to exceed four inches in diameter, to be used for the purpose of extending therein tubes or pipes to facilitate the coiling of the same in the business of said company, said two pipes to be placed not less than two (2) feet below the surface of the street, and extend from the south street line of Rees street north across said Rees street and in and along the east parkway in Dayton street to Eastman street, substantially as shown by the red line on the blue print hereto attached and made a part of this ordinance. Said two four-inch pipes or conduits to be laid and maintained under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted and given shall cease and terminate ten years from and after the passage of this ordinance, or at any time prior thereto by revocation of this ordinance by the Mayor at his discretion.

SECTION 3. At the expiration of the term herein granted, the iron pipes herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed said street shall be restored to its proper condition to the satisfaction of the Commissioner of Public Works, so that the portion of said street and said parkway where said pipes had been located shall be put in the same condition and safe for public travel as the remaining portion of said street and said parkway in the same block, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City of Chicago.

SECTION 4. The grantee herein, its successors and assigns, shall pay as compensation for the privilege herein granted, the sum of one hundred dollars ($100.00) per annum during the life of this ordi-

nance. The first payment shall be made at the time of the filing of the acceptance of this ordinance and each succeeding payment annually thereafter, and all payments shall be made at the office of the City Collector of the City of Chicago.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000), said bond to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, the said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force then the privilege and authority herein granted shall thereupon cease. It is made an express provision of this ordinance that the provisions herein granted shall terminate and this ordinance become immediately null and void if any default is made by said grantee in the prompt payment of any installment of the compensation hereby provided for.

SECTION 6. So long as said grantee shall enjoy the privileges granted hereunder it and its successors and assigns, shall at all times keep the surface of Rees street and Dayton street over said pipes in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; provided, that within sixty days thereafter the grantee shall file with the City Clerk of the said City of Chicago its acceptance of this ordinance in writing and shall also file the bond herein required to be approved by the Mayor.

JOHN H. SULLIVAN,
Chairman.

STATE LEGISLATION.

The Committee on State Legislation submitted the following report, which was, on motion of Ald. Pringle, deferred and ordered published:

CHICAGO, January 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on State Legislation, to whom was referred a resolution directing the committee to draft a law to be submitted to the next Legislature providing for death penalty for criminal attacks upon women and children, having had the same under advisement, beg leave to report and recommend that the accompanying bills be recommended to the State Legislature for enactment:

An act for the Punishment of Criminal Assaults on Women and Chidren.

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

SECTION 1. That every male person of the age of seventeen (17) years and upwards who shall assault any female person of any age and commit a rape upon her, or who shall assault any male child under the age of fourteen (14) years and commit the infamous crime against nature upon him, shall upon conviction thereof suffer the punishment of death; and any such male person of the age of seventeen (17) years and upwards

who shall attempt to commit either of the aforesaid offenses, but fails or is intercepted or prevented in its execution shall suffer imprisonment in the penitentiary for his natural life.

An act to amend Section 36 and Section 37 of "An act to revise the law in relation to Criminal Jurisprudence," approved March 27, 1874, in force July 1, 1874.

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

SECTION 1. Whoever willfully and maliciously and forcibly breaks and enters, or willfully and maliciously, without force (the doors or windows being open), enters into any dwelling house, kitchen, office, shop, store-house, ware-house, malt-house, stilling house, mill, pottery, factory, wharfboat, steamboat, or other water craft, freight or passenger railroad car, church, meeting-house, school-house, or other building, with intent to commit murder, robbery, rape, mayhem, or other felony or larceny, shall be deemed guilty of burglary, and be imprisoned in the penitentiary for his natural life, or for any term of years: Provided, however, that whoever, willfully, and maliciously and forcibly breaks and enters, or willfully and maliciously without force (the doors or windows being open), enters into any dwelling-house, in the night time, with intent to commit murder, robbery, rape, mayhem or other felony or larceny, shall, on conviction, suffer the punishment of death or imprisonment in the penitentiary for his natural life.

SECTION 2. Whoever shall attempt to break and enter in the night time any building, ship or vessel, with intent to commit the crime of murder, rape, robbery, larceny or other felony, shall be imprisoned in the penitentiary for his natural life or for any term of years.

SECTION 3. Section 36 and Section 37 of "An act to revise the law in relation to Criminal Jurisprudence," approved March 27, 1874, in force July 1, 1874, are hereby repealed.

WM. J. PRINGLE,
Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Kenna presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to make a four (4) inch connection with the water main in 14th street, about 100 feet east of Wabash avenue, sufficient to operate the water motor organ in the Wabash Avenue Methodist Episcopal Church at 14th street and Wabash avenue. The cost of said connection and water to be used there to be borne by the City of Chicago.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the Chicago Cloak Company for a wooden sign 8 feet long and 2 feet wide in front of the store at No. 235 State street, Chicago, extending from the wall over the sidewalk not less than 10 feeet above the sidewalk; said sign shall be erected and maintained in accordance wth all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

THIRD WARD.

Ald. Foreman presented an ordinance

and petition for granting control of certain portions of Calumet avenue and of 35th street to the South Park Commissioners, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Foreman presented the following order, which was, on motion, duly passed:

Ordered, That the Fire Marshal flood the lot at 38th street and Prairie avenue, so that it may be used as a free public skating rink.

Ald. Foreman presented the claim of Catherine O'Brien for damages to property on account of excavations, which was

Referred to the Committee on Finance.

SEVENTH WARD.

Ald. Bennett presented the following order:

WHEREAS, An order was passed October 1, 1906, as shown on page 1358 of the Council Proceedings of that date to purchase without advertising certain wagons, tools, boxes and implements for the disposal of garbage; and,

WHEREAS, No provision was made in such order for the payment of the reduction of such garbage; therefore, be it

Ordered, That the City Comptroller be and he is hereby directed to pay the amount due for such reduction out of the amount appropriated for the purchase of the material above mentioned.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

Ald. Bennett presented the following order:

Ordered, That an order heretofore passed on December 10th, 1906, and shown at page 2331 of the Council Proceedings of that date, authorizing the Comptroller to purchase sites for police stations, be and the same is hereby repealed in so far as it refers to a site located on Hamlin avenue, near Ogden, and the Comptroller is authorized hereby to purchase the following property for the site of the Twenty-fifth Precinct Police Station, located on Hamlin avenue, west front, south of first alley south of Ogden avenue, about 50 by 125 feet, for not to exceed nineteen hundred ($1,900) dollars, being Lots 12 and 13 in Re-Subdivision of Block 4, Millard & Decker's Addition to Chicago, Section 23, 39, 13; all in accordance with the request of the Assistant General Superintendent of Police and City Comptroller, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

who shall attempt to commit either of the aforesaid offenses, but fails or is intercepted or prevented in its execution shall suffer imprisonment in the penitentiary for his natural life.

An act to amend Section 36 and Section 37 of "An act to revise the law in relation to Criminal Jurisprudence," approved March 27, 1874, in force July 1, 1874.

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

SECTION 1. Whoever willfully and maliciously and forcibly breaks and enters, or willfully and maliciously, without force (the doors or windows being open), enters into any dwelling house, kitchen, office, shop, store-house, ware-house, malt-house, stilling house, mill, pottery, factory, wharfboat, steamboat, or other water craft, freight or passenger railroad car, church, meeting-house, school-house, or other building, with intent to commit murder, robbery, rape, mayhem, or other felony or larceny, shall be deemed guilty of burglary, and be imprisoned in the penitentiary for his natural life, or for any term of years: Provided, however, that whoever, willfully, and maliciously and forcibly breaks and enters, or willfully and maliciously without force (the doors or windows being open), enters into any dwelling-house, in the night time, with intent to commit murder, robbery, rape, mayhem or other felony or larceny, shall, on conviction, suffer the punishment of death or imprisonment in the penitentiary for his natural life.

SECTION 2. Whoever shall attempt to break and enter in the night time any building, ship or vessel, with intent to commit the crime of murder, rape, robbery, larceny or other felony, shall be imprisoned in the penitentiary for his natural life or for any term of years.

SECTION 3. Section 36 and Section 37 of "An act to revise the law in relation to Criminal Jurisprudence," approved March 27, 1874, in force July 1, 1874, are hereby repealed.

WM. J. PRINGLE,
Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

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Ald. Coughlin presented the following order, which was, on motion, duly passed:

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THIRD WARD.

Ald. Foreman presented an ordinance

and petition for granting control of certain portions of Calumet avenue and of 35th street to the South Park Commissioners, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Foreman presented the following order, which was, on motion, duly passed:

Ordered, That the Fire Marshal flood the lot at 38th street and Prairie avenue, so that it may be used as a free public skating rink.

Ald. Foreman presented the claim of Catherine O'Brien for damages to property on account of excavations, which was

Referred to the Committee on Finance.

SEVENTH WARD.

Ald. Bennett presented the following order:

WHEREAS, An order was passed October 1, 1906, as shown on page 1358 of the Council Proceedings of that date to purchase without advertising certain wagons, tools, boxes and implements for the disposal of garbage; and,

WHEREAS, No provision was made in such order for the payment of the reduction of such garbage; therefore, be it

Ordered, That the City Comptroller be and he is hereby directed to pay the amount due for such reduction out of the amount appropriated for the purchase of the material above mentioned.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

Ald. Bennett presented the following order:

Ordered, That an order heretofore passed on December 10th, 1906, and shown at page 2331 of the Council Proceedings of that date, authorizing the Comptroller to purchase sites for police stations, be and the same is hereby repealed in so far as it refers to a site located on Hamlin avenue, near Ogden, and the Comptroller is authorized hereby to purchase the following property for the site of the Twenty-fifth Precinct Police Station, located on Hamlin avenue, west front, south of first alley south of Ogden avenue, about 50 by 125 feet, for not to exceed nineteen hundred ($1,900) dollars, being Lots 12 and 13 in Re-Subdivision of Block 4, Millard & Decker's Addition to Chicago, Section 23, 39, 13; all in accordance with the request of the Assistant General Superintendent of Police and City Comptroller, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to issue cash warrants on the Treasurer for amounts as stated below, to be ordered by the heads of several departments named for the purpose of providing petty cash funds for the prompt administration of the affairs of the respective departments, said funds to be reimbursed by the rendering of regularly approved vouchers against appropriations for the said departments for 1907, at periods of not less than once a month:

Comptroller's office	$1,000.00
City Attorney	2,000.00
Water office	2,000.00
Business Agent	1,500.00
House of Correction	1,500.00
Police Department	1,250.00
City Collector	500.00
Street Department	500.00
Health Department	250.00
Chief Clerk Municipal Court	100.00
Chief Bailiff Municipal Court	100.00

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

Ald. Bennett presented the following orders, which were, on motion, duly passed:

Ordered, That on order heretofore passed on November 19th, 1906, and shown at page 2019 of the Council Proceedings of that date, extending the time for the completion of contract of M. H. McGovern for the improvement of Lincoln avenue, from Bryan to Devon avenues, be and the same is amended by striking out in the twelfth line thereof the figures "1st" and insert in lieu thereof "31st," in accordance with the request of the Commissioner of Public Works, dated January 7th, 1907, and attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in appropriation for the City Attorney's office:

From Account 14 A, personal Injury Claims	$2,300.00
To Account 6 B, Contingent Expense	800.00
To Account 6 B 1, Court Reporting	500.00
To 6 C, Operation	600.00
To 6 C-4, Emergency Attorneys	400.00

In accordance with the request of the City Attorney, dated December 31st, and attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriations for Water office, in accordance with the request of the Commissioner of Public Works, attached hereto.

From 42 F-1, Inspection Division, Salaries	$1,500.00
To 42 J-1, Sundry Expenses	1,500.00

EIGHTH WARD.

Ald. Derpa presented the following resolutions, which were ordered published and referred to the Committee on Gas, Oil and Electric Light:

WHEREAS, The Chicago Telephone Company is at the present time seeking

favor from the City Council in the form of a renewal of its franchise rights which expire in 1909;

WHEREAS, The company's officials claim and seek to impress the members of this Council and the general public that they are honest, fair, reasonable, equal and without discrimination in their dealing with the general public and with its subscribers;

WHEREAS, The present and past treatment by that company of its patrons and the people should be weighed in considering the desirability, integrity and fairness of that company during the consideration of whether it shall have its franchise rights renewed;

WHEREAS, The telephone franchise extension negotiations have been going on before the Committee of this Council ever since last spring, which afforded the telephone company ample time and opportunity to prove the honesty, truth and good faith of its claims of treating all people on a basis of equality, fairness, reasonableness and without discrimination;

WHEREAS, The Chicago Telephone Company, while making these protestations and claims has been charging the people of the Eighth Ward fully twice as much for their telephone service as it charges the people in other wards of this city;

WHEREAS, For the local neighborhood exchange telephone service, the people of the Eighth Ward pay twice as much as do the people of other sections which are served by similar neighborhood or local exchanges, even though the area covered is much larger than that of the South Chicago exchange; and for the unlimited business city telephone the people of the Eighth Ward are compelled to pay more than $200, and in many cases more than $300 for exactly the same service and accommodation for which the people of the down town district pay $125;

INASMUCH AS The only reason advanced by the Chicago Telephone Company officials for the discrimination in the unlimited business telephone rate, which reaches over $300 in many cases is that the rate they charge is not prohibited under their ordinance of 1889; and,

INASMUCH AS There is no good ground for charging the people of South Chicago twice as much for the local or neighborhood telephone service as the people of other sections are compelled to pay;

INASMUCH AS The company does not deny that the $125 rate for unlimited telephone service wtihin the city limits, which it charges in the down town district at the present time, by order of the Supreme Court, is profitable and reasonable and inasmuch as the neighborhood or local exchange rates charged in other districts, although they are one-half of the rate charged in South Chicago, are evidently profitable for the company;

INASMUCH AS The company has taken no step up to date to give the people of the Eighth Ward telephone rates on a basis of reasonable, equal and fair treatment, and inasmuch as the company's excuses have been such as would not be tolerated in any court of law;

INASMUCH AS The final settlement of the telephone franchise question is at present indefinite and in the light of demands for a referendum vote on all public utility franchise measures, the work of the telephone experts to be done and the careful weighing of all offers and provisions of telephone franchise ordinances, all of which will necessarily delay the settlement of the problem; therefore, be it

Resolved, That the question of giving relief from discrimination, unreasonable and exorbitant charges to the people of the Eighth Ward be taken up by the city authorities, independent of the pending franchise question, and that it be taken up at once;

Resolved, That the Committee on Gas,

Oil and Electric Light of this Body and the City Law Department look into the unfair treatment which the people of the Eighth Ward are subjected to by the telephone company, and secure prompt and speedy relief at least to the same extent that other sections of the city are now favored; that the committee above named call in the officials of the company and demand at once an explanation as to whether the treatment of the people of South Chicago at present is reasonable and fair and such as to deserve support of the people of Chicago;

Resolved, That the Committee direct the City Law Department, if that be necessary, to test whether the charge of more than $300 to people in South Chicago for the same telephone service for which people in the down town district pay $125 per year, and also the charge for local neighborhood exchange as compared with other similar charges in the city, are reasonable, fair and honest;

Resolved, That if the Chicago Telephone Company refuses to treat the people of all sections of the city at this time upon a basis of giving them all fair, reasonable, just and equitable rates, that such refusal be made known when made in response to the Committee's demand upon the company's officials, not only to this Council, but to the people in general, and that it be considered an element in the consideration of whether the Chicago Telephone Company deserves to continue to do telephone business within the city limits or not.

Ald. Derpa presented the claims of Peter Finn and John Koczala for damages for personal injuries, which were

Referred to the Committee on Finance.

NINTH WARD.

Ald. Harris presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby directed to employ a surveyor to ascertain the exact amount of West Water street that belongs to the City of Chicago, and that the Commissioner report the findings of such surveyor to the Committee on Streets and Alleys, West Division.

Which was, by unanimous consent, on motion of Ald. Brennan, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

WHEREAS, An appropriation has heretofore been made for a public bath in the Tenth Ward, fifteen thousand ($15,000) dollars; and,

WHEREAS, The expense of puchasing a lot and the amount neecssary to build a building in accordance with the plans and specifications prepared by the Department of Public Works exceed this appropriation by eight thousand nine hundred seventy ($8,970) dollars; therefore, be it

Ordered, That the Finance Committee be and it is hereby directed to include in the budget for 1907 an item of eight thousand nine hundred seventy ($8,970) dollars for the completion of the said public bath.

TWELFTH WARD.

Ald. Zimmer presented an order for an appropriation for bridges over the Illinois and Michigan Canal and the Chicago River at Kedzie and Western avenues, which was

Referred to the Committee on Finance.

Ald. Zimmer presented the claims of F. Pepping for special assessment refund, and of Timothy Morris for loss of pay, which were

Referred to the Committee on Finance.

Ald. Uhlir presented an order for paving West Fifteenth street, from California avenue to Rockwell street, which were

Referred to the Board of Local Improvements.

THIRTEENTH WARD.

Ald. Riley presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place gasoline lamps on Homan avenue, between Harrison and Polk streets.

Ald. Riley presented the claim of Nellie Fitzgerald for rebate of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Riley presented an order for paving St. Louis avenue, between Twelfth and Fillmore streets, which was

Referred to the Board of Local Improvements.

Ald. Considine presented orders for paving Mozart street, from Jackson boulevard to Van Buren street, and Whipple street, from Colorado avenue to Van Buren street, which were

Referred to the Board of Local Improvements.

FOURTEENTH WARD.

Ald. Harkin presented the claim of John Cook and Axel Engwall for compensation for use of controlling device for fire hose by the Fire Department, which was

Referred to the Committee on Finance.

FIFTEENTH WARD.

Ald. Smith presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Albert Rubens & Co., 750 West North avenue, to string a muslin sign across sidewalk in front of his place of business, for thirty days; said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Smith presented the claim of Henry Garbers for refund of delicatessen license fee, which was

Referred to the Committee on Finance.

Ald. Beilfuss presented an order concerning the cleaning of certain streets by the Wicker Park Improvement Association, which was

Referred to the Committee on Finance.

SEVENTEENTH WARD.

Ald. Dever presented the claim of Owen Flannery for damages for personal injuries, which was

Referred to the Committee on Finance.

EIGHTEENTH WARD.

Ald. Conlon presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Chicago Butchers Packing

Company, Frank Rupert, President, of 663 Centre avenue, Chicago, Illinois, his successors and assigns, to construct and maintain one coal hole opening and two trap doors, with iron cover for same, in the sidewalk space in front of building Nos. 44-48 North Peoria street, to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said three openings shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, his successors and assigns, shall restore said portion of the sidewalk at the place where said three openings are located to a condition satisfactory to the Commissioner of Public Works, without cost or expense of any kind whatsoever to said City of Chicago, so that said portion of the sidewalk where said three openings had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted thereupon cease.

SECTION 4. During the life of this ordinance said grantee, his successors and assigns, shall at all times keep the sidewalk in which such openings are located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, his successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force, pertaining to and regulating the use of space underneath public sidewalks, and if any compensation is required by any such ordinance to be paid to the City of Chicago for such use, the grantee herein, his successor and assigns, shall pay such compensation as is prescribed by such ordinance.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon filing within 30 days of an acceptance in writing, of this ordinance by said grantee, and the filing within same time of the bond herein provided for.

Which was, by unanimous consent, on motion of Ald. Conlon, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Culler-

ton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

Ald. Conlon presented the claim of K. A. Nickstedt for refund of meat market license, and the claim of Chas. C. Anderson, which were

Referred to the Committee on Finance.

Ald. Conlon presented an order for paving an alley between Sangamon and Peoria streets, and Washington boulevard and Grand avenue, which was

Referred to the Board of Local Improvements.

NINETEENTH WARD.

Ald. Powers presented the claim of Louis S. Hayes for balance of salary due for 1898, which was

Referred to the Committee on Finance.

Ald. Bowler presented the claim of Patrick J. Hassett for personal injuries, which was

Referred to the Committee on Finance.

TWENTY-SECOND WARD.

Ald. Sullivan presented an order for paving Siebens place, which was

Referred to the Board of Local Improvements.

TWENTY-FIFTH WARD.

Ald. Williston presented an order for a sewer in Hollywood avenue, between Southport and Wayne avenues, which was

Referred to the Board of Local Improvements.

TWENTY-SIXTH WARD.

Ald. Lipps, Reinberg, Larson and Herlihy presented an order and petition for a double track street railway in Foster avenue, from Clark street to North 40th avenue.

Ald. Lipps moved that the petition be referred to the Commissioner of Public Works for verification of the names thereon, and then referred to the Committee on Local Transportation.

The motion prevailed.

Ald. Reinberg presented orders for a sewer in Thorndale avenue, from East Ravenswood Park to Hermitage avenue, and in East Ravenswood Park, from Peterson avenue to Bryn Mawr avenue, and an order for paving Balmoral avenue, which were

Referred to the Board of Local Improvements.

TWENTY-SEVENTH WARD.

Ald. Blase presented orders for paving Milwaukee avenue, from Lawrence avenue to Edmunds street, and for six-foot cement sidewalks as follows: East side of North 40th avenue, both sides of Sunnyside avenue, and the west side of North Hamlin avenue, which were

Referred to the Board of Local Improvements.

TWENTY-EIGHTH WARD.

Ald. Herlihy presented the claim of Lewis and Young for rebate of water taxes, which was

Referred to the Committee on Finance.

Ald. Herlihy presented an order for

paving Alice place, which was

Referred to the Board of Local Improvements.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to put in two 1½-inch water supply pipes for the St. Augustin's Church and school, located at Laflin and 51st streets, to connect with the water main in Laflin or 51st street; said connection to be without meters or cost to said institutions; provided that rights and privileges hereby granted may be revoked by the Mayor at any time at his discretion.

THIRTIETH WARD.

Ald. Bradley and Burns presented the following order:

WHEREAS, In the matter of the special assessment proceeding for the paving of Union avenue, from 41st street to 55th street, the Judge of the County Court has ordered that ten (10) per cent of the cost of the improvement be assessed against the city as public benefits; and,

WHEREAS, The Board of Local Improvements are of the opinion that the City Council should be advised of the premises before the final order in this case is entered; therefore, be it

Ordered, That the Superintendent of Special Assessments be and he is hereby directed to assess the city as public benefits in the above entitled cause, in accordance with the decision of the County Court, a sum equal to ten (10) per cent of the total cost of said improvement.

Which was, by unanimous consent, on motion of Ald. Bradley, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

THIRTY-FIRST WARD.

Ald. O'Connell presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to report to this Council by what authority private enterprises are permitted to occupy that portion of Wallace street, between 55th and 56th streets.

Ordered, That the City Electrician be and he is hereby directed to erect and maintain two gas lamps in front of Church of Congregation Oir Chodosh, located at Nos. 804-806 62d place.

Ald. O'Connell presented the claim of Ricard O'S. Burke for payment of salary withheld, which was

Referred to the Committee on Finance.

THIRTY-SECOND WARD.

Ald. Fisher presented an order for a system of sewers in West 87th street, from Wallace street eastward to the Chicago and Western Indiana Railroad right of way; in West 86th street, from Parnell avenue to Vincennes road; in West 85th street, from Parnell avenue to Vincennes road; in Parnell avenue, from West 87th street, north to Vincennes road; and in Wallace street north, from West 87th street to Vincennes road.

Which was referred to the Board of Local Improvements.

THIRTY-THIRD WARD.

Ald. Hunt presented orders for sundry systems of sewers in the Thirty-third Ward, and an order for a six-foot cinder sidewalk on both sides of 85th street, between Cottage Grove and Jackson Park avenues, which were

Referred to the Committee on Finance.

Ald. Bihl presented the claim of O. R. Thomander for rebate of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Bihl presented an order for a sewer in Stewart avenue, between 113th and 115th streets, which was

Referred to the Committee on Finance.

THIRTY-FOURTH WARD.

Ald. Kohout presented the following ordinance:

AN ORDINANCE

To extend the time for the Lake Shore and Michigan Southern Railway Company to accept an amendatory ordinance changing the west sidewalk in Cottage Grove avenue and the south sidewalk in Seventy-first street underneath its elevated roadbed and tracks.

WHEREAS, On the 8th day of October, 1906, an amendatory ordinance was passed and published on pages 1469 to 1470, inclusive, of the official records of the Council Proceedings of the City of Chicago, changing the grade of the west sidewalk in Cottage Grove avenue and the south sidewalk in Seventy-first street, from the northeast line of its right of way to the southwest line of its right of way; and,

WHEREAS, Owing to neglect on the part of the Lake Shore and Michigan Southern Railway Company, said amendatory ordinance was not accepted within the time specified in Section 3 of said ordinance; and,

WHEREAS, Said Lake Shore and Michigan Southern Railway Company has been at all times anxious and willing to accept said amendatory ordinance, and will now accept the same if permission is granted by extending the time of acceptance of said amendatory ordinance; now, therefore,

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the time for the acceptance of the amendatory ordinance passed October 8th, 1906, and published on pages 1469 to 1470, inclusive, of the official records of the Council Proceedings of the City of Chicago, be and the same is hereby extended to and until the 15th day of February, 1907.

SECTION 2. This ordinance shall take effect from and after its passage and approval.

Which was, by unanimous consent, on motion of Ald. Kohout, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Biase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

Ald. Nolan presented the following order, which was, on motion, duly passed:

Ordered, Permission is hereby granted to Wm. J. O'Brien to erect an ornamental wrought iron fence along private alley, from established sidewalk line to and including rear of premises, 119 South 45th avenue, to protect front and rear lawn from automobiles and other vehicles using said alley, which is ten feet wide; said

fence not to exceed three feet ten inches in height.

THIRTY-FIFTH WARD.

Ald. Race presented an order for an extension of the street railway now in North 48th avenue, from Chicago avenue to North avenue, which was

Referred to the Committee on Local Transportation.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented an order for the purchase of lots on Lawndale avenue, in Eldred's Re-Subdivision, Village of Jefferson, for the location of a night soil reduction plant, deferred and published December 17, 1906, page 2354, and deferred January 2, 1907, page 2479.

Ald. Bennett moved to recommit the order to the Committee on Finance.

The motion prevailed.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on an ordinance licensing electric, gas, gasoline and naphtha launches used at Chicago harbor and along the lake front, deferred and published January 2, 1907, page 2438.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. No person, firm or corporation shall hire out, or keep for hire or cause to be kept or used for hire, any steam, electric, naphtha, gas, gasoline, sail or row boat, launch or vessel, or any other boat, launch or vessel propelled by any other kind of power for the purpose of conveying or carrying passengers for hire in or about the harbor of the City of Chicago without first having obtained a license for each and every such boat.

SECTION 2. All applications for licenses shall be made to the Mayor, and upon payment by such applicant to the City Collector of a license fee, as hereinafter fixed, a license shall thereupon issue to such applicant, providing the Mayor shall consider such applicant or applicants suitable and proper person or persons, corporation or corporations, to be granted such license. The Mayor may for cause revoke any or all such licenses.

SECTION 3. There shall be charged and paid to the City of Chicago, on issuing such licenses, by the parties to whom they may be granted, the following sums:

For each steam, electric, naphtha, gas, gasoline, sail or other boat, launch or vessel, of twenty-four tons or more burden, the sum of twenty-five dollars per annum.

For each steam, electric, naphtha, gas, gasoline, sail or other boat, launch or vessel, of less than twenty-four tons burden, the sum of ten dollars per annum.

For each row boat, the sum of two dollars per annum.

SECTION 4. All licenses so granted

shall particularly designate the place where the same shall be kept for hire, and no person or persons shall carry on said business at any other place than the one designated in such license.

SECTION 5. Every such boat, vessel or launch kept for hire shall have the number of the license thereof marked on the outside of the same in plain, legible figures not less than five inches in length and three inches in width.

SECTION 6. No person within the City of Chicago with or without license, shall let for hire, or loan, or allow any minor to use any sail boat, row boat or launch in or about the harbor of the City of Chicago without the written consent of the parent or guardian of such minor.

SECTION 7. Any person or persons who shall violate any of the provisions of this ordinance shall be subject to a fine of not less than twenty-five dollars nor more than two hundred dollars for each offense.

SECTION 8. This ordinance shall take effect and be in force from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of sundry persons for 90 per cent refunds of special assessments for laying water pipes, deferred and published January 2, 1907, page 2439.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers for the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund upon identification and proper power of attorney from claimant:

Warrant		
20197	S. P. Brannan	$ 46.72
12699	Anna S. Adams	23.58
16977	Victor Rathknecht	41.04
18344	W. M. Cox	10.25
18365	A. J. Stiger	22.50
18470	A. Swanson	10.80
20203	M. D. Stevers	11.46
20372	R. S. Douglas	37.35
20387	C. Steinmeyer	11.25
20434	Title Guar. & Trust Co.	23.76
20434	S. P. Tillotson	10.24
20434	D. W. Storrs	10.24
20493	M. C. Meyer	15.24
20493	P. Marceau	7.62
19362	Anthony Kozel	33.75
21136	E. C. Batchelder	16.61
21245	F. Bode	34.77
22464	C. F. Swanson	7.68
23043	E. J. Burke	6.56
23608	S. Z. Silversparre	19.60
24795	J. L. Kirkpatrick	60.61

Warrant.		
24889	J. C. Smith	58.12
20416	P. Herdian	7.39
20494	Henry P. Kransz	42.91
12699	W. P. Brown	11.79
16965	P. J. Rowan	5.17
16967	R. C. Givens	18.22
16976	Lucie S. Lewis	28.64
18347	T. G. & T. Co	11.25
18353	T. G. & T. Co	22.50
18358	William Schmidt	489.15
19362	T. G. & T. Co	11.25
19362	T. G. & T. Co	11.25
19362	T. G. & T. Co	3.15
20055	G. H. Flint	4.88
20355	F. R. Mueller	13.75
20361	C. W. Hoff	22.00
20368	John E. Johnson	14.52
20368	John P. Emerson	12.51
20375	Peabody H. & Co	8.32
20430	Rhodes Bros. & Co	23.35
20439	F. J. Jindrich	5.58
20493	Charles Schuber	15.24
20569	M. A. Williams Co	98.00
20569	Amos Boyce	109.92
20663	F. E. Hemstreet	26.40
20927	Mead & Co	5.50
21245	S. A. Matson	43.61
21809	E. J. Wiswall	21.17
21982	A. Jackson	12.75
21983	J. M. Patterson	10.19
22477	Mabel W. Sayles	7.72
23235	J. G. Campbell	8.92
23497	Anna M. Russell	18.43
23497	Security T. & T. Co	55.30
24890	Annie O'Leary	19.49
24890	M. J. Huss & F. Koch	81.22
25080	T. M. Munson	13.47
25337	Josie Klotter	19.96
25337	Nels Nelson	20.75

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the Commissioner of Public Works for authority to let contract on public bath at 4226-28 Wallace street, deferred and published January 2, 1907, page 2440.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to let contract for the construction of public bath at 4226-28 Wallace street in excess of the appropriation therefor to the amount of five thousand eight hundred sixty-nine dollars ($5,869.00), in accordance with his request, dated December 28th, 1906, attached hereto, and to include said item of five thousand eight hundred sixty-nine dollars ($5,869.00) in his estimates for the year 1907.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the City Electrician for authority to approve the electric light bills of the Chicago Edison Company and the Commonwealth Electric Company for 1906, deferred and published January 2, 1907, page 2440.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow,

Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby authorized and directed to approve all bills for electric current furnished to the City of Chicago by the Chicago Edison Company and the Commonwealth Electric Company, during the year 1906, at the rate of three and one-half (3½) cents per kilowatt hour; and the City Comptroller is hereby authorized and directed to issue warrants to said companies for the amounts due them for such electric current furnished the City of Chicago during the year 1906 as evidenced by bills for the same whereon the approval of the City Electrician appears, upon proper vouchers signed by the heads of the Departments to which such electric current was furnished; all such bills to be paid out of the appropriation for the year 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the Board of Election Commissioners for an additional appropriation, deferred and published January 2, 1907, page 2441.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to permit the Election Commissioners to expend in addition to the appropriation heretofore made for the election commissioners' office, the sum of twelve thousand one hundred twenty-three and eighty one-hundredths dollars ($12,123.80), same to be paid from miscellaneous receipts for the year 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the City Prosecuting Attorney for an additional appropriation, deferred and published January 2, 1907, page 2441.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to permit the City Prosecuting Attorney to expend not to exceed fifteen hundred dollars ($1,500.00) for costs for constable services, etc., in accordance with his request of December 21st, 1906, same to be paid from miscellaneous receipts for the year 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the purchase of sites for a police station, and for a night soil reduction plant in the Thirty-third Ward, deferred and published January 2, 1907, page 2442.

Ald. Bennett moved to concur in the report and pass the order therewith relating to the purchase of a police station site.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase lots 23 and 24 of Block 34, Iron Workers' Addition to South Chicago, in S. W. quarter Fractional Section 8-37-15, for a site for police station, at a sum not to exceed two thousand dollars ($2,000.00), subject to general taxes of 1906, in accordance with his recommendation, dated December 17, 1906, and the recommendation of the General Superintendent of Police, dated December 17, 1906, both attached hereto.

Ald. Bennett moved to pass the order accompanying the report relating to the purchase of a site for a night soil reduction plant in the Thirty-third Ward.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase lots 11 and 12, Block 20, of Henry Welp's Halsted Street Addition to Washington Heights, being a sub-division of lot 4, of the sub-division of that part of the southeast ¼, Section 5-37-14, for a sum not to exceed twelve hundred dollars ($1,200.00), subject to general taxes for 1906 and special assessments for improvements not yet made, in accordance with his recommendation and the recommendation of the Commissioner of Health, both dated December 17, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works regarding extras on the contract of John P. Agnew, for the Lawrence Avenue Conduit, defer-

red and published January 2, 1907, page 2442.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extras on the contract of John P. Agnew for the Lawrence avenue conduit, Section N, Intercepting Sewers, in the amount of four hundred seventy-three and seventy-three one-hundredths dollars ($473.73) in accordance with the recommendation of the Commissioner of Public Works and City Engineer attached hereto, and the Comptroller is ordered to pay the same.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of John Brown, for compensation for time lost, deferred and published January 2, 1907, page 2442.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow to John Brown the time lost on account of injuries received in the Water Pipe Extension Division, September 13th, being twenty-two and fifty one-hundredths dollars ($22.50) and the Comptroller is ordered to pay the same from appropriations for the Water Pipe Extension Division, this voucher not to be issued nor payment made thereon until proper release of all claims against the city has been signed by said John Brown.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of Thomas J. Claffey and Mrs. Julia Dunlop, for wages during illness, deferred and published January 2, 1907, page 2443.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski,

Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Health be and he is hereby authorized to allow to J. J. Claffy wages for five days during absence on account of illness, during the month of December, 1906, and to pay to Mrs. Julia Dunlop, sanitary inspector, wages for two days while absent on account of illness, in accordance wtih his several recommendations attached hereto, and the Comptroller is ordered to pay the same from the appropriations for the Health Department.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Margaret Clarke, for wages during illness; deferred and published January 2, 1907, page 2443.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized to allow to Margaret Clarke three and one-half days pay, amount ten and fifty one-hundredths ($10.50) dollars, on account of absence from duty caused by illness, in accordance with its recommendation, dated December 19th, 1906, attached hereto, and the Comptroller is ordered to pay the same from appropriation for salaries in the Board of Local Improvements.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Michael J. Coughlin for wages during illness deferred and published January 2, 1907, page 2444.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized and directed to issue a voucher to Michael J. Coughlin for wages as clerk in the Board of Local Improvements, for twenty-four days in March, all of April, May, June, July, August and September, 1906, while absent from duty on account of illness, and the Comptroller is ordered to pay the same from the appropriation for salaries in the Board of Local Improvements.

This action is taken in accordance with the report of the Board of Local

Improvements, and an opinion of the Corporation Counsel, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Frank Hoffman for damages on account of track elevation, deferred and published January 2, 1907, page 2444.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to allow judgment to be taken against the city in favor of Frank Hoffman in the sum of twenty-five hundred dollars ($2,500.00), in settlement of suit against the city known as general number 218770 in the Circuit Court of Cook County, being for damages to premises known as 296-298 North Centre avenue, by reason of the elevation of the Chicago and North-Western Railroad tracks, in accordance with his recommendation, dated December 21st, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the Commissioner of Public Works for an extension of time on the Jackson & Corbett contract for the completion of the substructure for the North Avenue bridge, deferred and published January 2, 1907, page 2445.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with Jackson & Corbett to extend the time for the completion of their contract for the sub-structure of the North Avenue bridge to sixty days (60), from November 11th, 1906, in accordance with his recommendation and the recommendation of the City Bridge Engineer, dated December 28th, 1906, and December 5th, 1906, respectively, both attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works for an extension of time on the Jackson & Corbett contract for protection for street ends in Rogers Park, deferred and published January 2, 1907, page 2445.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with Jackson & Corbett to extend the time for the completion of contract made with Jackson & Corbett for protection of street ends in Rogers Park to May 31st, 1907, in accordance with the recommendation of the Commissioner of Public Works, City Bridge Engineer and Harbor Engineer, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of J. R. Lambin for wages during illness, deferred and published January 2, 1907, page 2446.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow seven days pay to J. R. Lambin, for absence on account of illness during the month of December, 1906, and the Comptroller is ordered to pay the same from appropriation for salaries in the Water Department.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the Commissioner of Public Works for an allowance for extras for cell room alterations in police station at Hudson avenue and Blackhawk street, deferred and published January 2, 1907, page 2446.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to accept the proposal of McEwen Building and Manufacturing Company for the completion of alterations in cell room of police station at Hudson avenue and Black

hawk street, in accordance with the revised plans and directions of the Police Department and the City Architect, for a sum not to exceed two hundred seventy-eight ($278.00) dollars, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the request of the Commissioner of Public Works, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a petition of C. J. O'Connor for wages during illness, deferred and published January 2, 1907, page 2446.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to C. J. O'Connor the amount of salary deducted on account of absence from his duties as Chief Clerk in the City Comptroller's office because of illness, during the months of November and December, 1906; same to be paid from the appropriation for salaries in the Comptroller's office.

This action is taken in accordance with the recommendation of the City Comptroller, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of John O'Heron & Co. for additional work at the Lake View Crib, deferred and published January 2, 1907, page 2446.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works is hereby authorized and directed to issue a voucher in favor of John J. O'Heron & Co. in the amount of $3,117.17, such amount to cover additional work done on the superstructure of the Lake View Crib in connection with his contract for the construction of said superstructure; said work having been authorized by the Commissioner of Public Works, as per his report herewith attached. The Comptroller is hereby authorized to pay said amount from the Water Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Edward Safranek for refund for duplicate drug store license, deferred and published January 2, 1907, page 2447.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to Edward Safranek the sum of five ($5.00) dollars, same being refund of duplicate license taken out for drug store at the southeast corner of Twenty-first place and Lincoln street, and charge same to the Finance Committee Fund, appropriations, 1906.

This action is taken in accordance with the recommendation of the City Collector, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of John Weireter for refund for duplicate drug store license, deferred and published January 2, 1907, page 2447.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to John Weireter the sum of five ($5.00) dollars, same being refund of fee paid for drug store license No. 939, same being duplicate license, and charge same to the Finance Committee Fund, appropriations, 1906.

This action is taken in accordance with the recommendation of the City Collector, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the request of the Commissioner of Public Works for transfers in the appropriation for the Bureau of Streets, deferred and published January 2, 1907, page 2447.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller

be and he is hereby authorized to make the following transfers in the appropriation for the Bureau of Streets:

From Account 34, Extraordinary 26, the sum of twenty thousand three hundred ($20,300.00) dollars as follows:

To appropriation for First Ward	$14,000.00
To appropriation for Seventh Ward	1,000.00
To appropriation for Twenty-second Ward	1,000.00
To appropriation for Twenty-fifth Ward	1,500.00
To appropriation for Twenty-sixth Ward	1,400.00
To appropriation for Thirty-fifth Ward	1,400.00

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on two requests of the Commissioner of Public Works for transfers in the appropriation for crib repairs, sewers, etc., deferred and published January 2, 1907, page 2448.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriation for the Department of Public Works, in accordance with his several requests, dated December 26th, 1906, and December 28th, 1906, attached hereto.

From 42 Ext. 27 B, $8,000.00 to	
42 L, Two Mile Crib repairs	$3,500.00
42 N, Four Mile Crib repairs	3,000.00
42 T, Carter H. Harrison Crib repairs	1,500.00
From 34 P. P. Bureau of Sewers to 34 Q. Q.	1,000.00
From 34 F. F. 1, to 34 M. M. 1.	800.00
From 34 F. F. 1, to 34 G. G. 1.	500.00
From 34 F. F. 1, to 34 I. I.	500.00

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the Commissioner of Public Works for a transfer in appropriation for engine house, deferred and published January 2, 1907, page 2448.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from appropriation for engine house at Commercial and Baltimore avenues to appropriation for engine house at No. 740 Winnemac avenue,

the sum of twenty-one hundred dollars, in accordance with the request of the Commissioner of Public Works, dated December 28th, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the Corporation Counsel for a transfer in appropriation, deferred and published January 2, 1907, page 2448.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from the appropriation for salaries in the Corporation Counsel's office, to Miscellaneous Expense, Corporation Counsel's office, the sum of twenty-five hundred ($2,500.00) dollars, in accordance with the request of the Corporation Counsel, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on requests of the Fire Marshal for transfers in appropriation, deferred and published January 2, 1907, page 2449.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfers in the appropriation for the Fire Department, in accordance with the several requests of the Fire Marshal, dated December 28th, 1906, and attached hereto.

From Fund D. D. Salaries to Fund K, repairs to buildings and fireboats	$25,000.00
From Fund H, Salaries to Fund K, repairs to buildings and fireboats	12,000.00
From Fund 45, Austin, to Michigan avenue and Fourteenth street	849.19
No. 6017-19 State street	1,200.91
Jefferson	732.78

ADJOURNMENT.

Ald. Bennett moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, January 14, 1907, at 7:30 oclock P. M.

CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO, ILLINOIS

Regular Meeting, Monday, January 14, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Thursday, January 17, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Fisher, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. McCoid, Moynihan, Beilfuss, Sitts, Roberts and Badenoch.

TIME FIXED FOR NEXT REGULAR MEETING.

By unanimous consent, Ald. Werno presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council to be held after the meeting of January 14, 1907, be, and it is hereby fixed for Tuesday, January 15, 1907, at 7:30 o'clock P. M.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Which was, on motion of Ald. Werno, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Richert, Martin, McCormick, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Harkin, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stew-

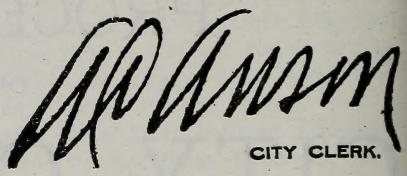
art, Reese, Sullivan, Werno, Jacobs, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Fisher, Hunt, Bihl, Kohout, Nolan—50.

Nays—None.

ADJOURNMENT.

Ald. Snow moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Tuesday, January 15, 1907, at 7:30 o'clock P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO ILLINOIS

Regular Meeting, Tuesday, January 15, 1907.

7.30 O'CLOCK P. M.

OFFICIAL RECORD.

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Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. McCoid and Fick.

MINUTES.

Ald. Bihl moved to correct the printed minutes of the regular meeting held Monday, January 7, 1907, by striking from the seventh line of the left hand column, page 2533, the words, "Committee on Finance," and by inserting in lieu thereof the words, "Board of Local Improvements."

The motion prevailed.

Ald. Lipps moved to amend the minutes of the said meeting by striking out lines 11 and 12 and the first three words of line 13 of the right hand column, page 2531.

The motion prevailed.

Ald. Foreman moved to approve the minutes of the meeting held January 7, 1907, as corrected and amended, and the minutes of the regular meeting held January 14, 1907, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction during the week ending January 12, 1907, together with the cause of each release:

Marshall Jolliffs, released for Bertha Dwyer.

Jess Noble, released for Clyde Connell.

Chas. Reilly, released for J. C. Russell.

Nellie Krinn, released for Nicola Villandita.

Mrs. Reed, released for Rev. Geo. L. Herr.

Chas. Peterson, released for Chicago Evening Journal.

Wm. McNulty, released for Frank Higgins.

Tyrell, released for Jos. Hickey.

John Regan, released for wife.

Michael O'Connor, released for father.

W. J. Slickman, released for Ald. Considine.

Which was ordered published and placed on file.

CITY CLERK.

The City Clerk presented the official bond of Henry E. Cordell as Deputy Commissioner of Buildings, in the penal sum of ten thousand ($10,000) dollars, with the National Surety Company as surety.

Ald. Scully moved to approve the bond.

The motion prevailed, and the bond was approved by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race —63.

Nays—None.

ALSO,

Three petitions from the Chicago City Railway Company containing the names of owners of property fronting on Kedzie avenue from 31st street to 38th street, for street railway tracks in said street.

Ald. McCormick moved that the petitions be referred to the Commissioner of Public Works for verification and then be referred to the Committee on Local Transportation.

The motion prevailed.

ALSO,

A resolution from the Elgin Merchants' Association requesting the Council not to grant or renew any telephone franchise which does not give ample opportunity for entrance into the City of Chicago of telephone companies now operating in the West and Northwest, which was

Referred to the Committee on Gas, Oil and Electric Light.

ALSO,

A communication from the Scherzer Rolling Lift Bridge Company concerning certain alleged defects in the State street bridge, which was

Referred to the Committee on Finance.

ALSO,

The claim of C. C. Heisen, for damages on account of track elevation, which was

Referred to the Committee on Finance.

CITY COLLECTOR.

The City Collector presented the following report:

CITY COLLECTOR'S OFFICE,
January 14, 1907.

To the Honorable Edward F. Dunne, Mayor, and the Honorable City Council of the City of Chicago:

GENTLEMEN—I transmit herewith a list of names of organizations to whom permits were issued under ordinance of June 11, 1906, to operate bars at the halls located at addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,
JOHN E. TRAEGER,
City Collector.

North American Improvement and Political Association, southwest corner 40th avenue and 12th street.

St. Stanislaus Choir, 876 Milwaukee avenue.

Polish Tradesmen Society, 876 Milwaukee avenue.

Polish Dramatical Association, 876 Milwaukee avenue.

Barzynski Court, No. 995, C. O. F., 100 Blackhawk street.

Polish Turners of the Town of Lake, 1800 West 48th street.

Viherny Listek na Peknou, 4500 Laflin street.

Alton Athletic Association, 18th and Alport streets.

St. Aloysius Young Men's Society, 876 Milwaukee avenue.

Lodge Pravolau Trojan, No. 15, 612 West 18th street.

Baggage and Parcel Delivery Drivers, Local No. 725, Peck court and Wabash avenue.

Rytiri and Dausty Society, 3000 Union avenue.

Bohemian Lion Benefit Association, 590 West 18th street.

Fidelia Unter. Verein, No. 1, 862-6 West Division street.

St. Ladislav Court, C. O. F,. No. 866, 23d street and Sawyer avenue.

Italian Boys' Association, 162 North Clark street.

Polish Hussars Society, 1153 North Leavitt street.

Oester. Ungar Kranken Unterst. Verein, 842 Clybourn avenue.

Servian Music Verein, 842 Clybourn avenue.

St. Joseph Society, 8756 Houston avenue.

Triton Benevolent Society, 1116 South Kedzie avenue.

Sokol Chicago, 1116 South Kedzie avenue.

Litewski Polsko Society, 494 Noble street.

St. John Contis Court, 494 Noble street.

Bohemian Turners, 106-8 DeKoven street.

Spolek Kotva, 590 West 18th street.

Spolek Frantisky, No. 75, 590 West 18th street.

Retail Fishdealers' Protective Association, 501 West North avenue.

Rheinischer Verein, North avenue and Halsted street.

Risko Boada Slavish Church, 2035 West 47th street.

John Huss Council, No. 90, N. A. U., 2035 West 47th street.

Bohemian Turner Society, 585 South Centre avenue.

St. Joseph Society, 14 Will street.

Kosciusko Society, 800 South Ashland avenue.

Lithuanian Singing Society, 800 South Ashland avenue.

St. Canisua's Young Men's Society, 2988 Archer avenue.

St. Casimir Society, southwest corner 22d and Troy streets.

Dvur Sv. Barbory, No. 53, C. D. F., southwest corner Sawyer avenue and 25th street.

Golden Rule Lodge K. O. T. M., 876 Milwaukee avenue.

Hungarian Farmers' Society, 68 East Fullerton avenue.

D. B. S. Magnetic Singing Society, 3700 Wentworth avenue.

Lodge S. S. Peter and Paul, 520 26th street.

Catholic Order of Foresters, 520 26th street.

Sbor Svornost, No. 33, S. P. J., 400 West 18th street.

Walhalla Athletic Association, California and Wabansia avenues.

Poole Bros. Employes' Benevolent Association, 447 West Taylor street.

Oestereicher Lieder Krans, 5257 Ashland avenue.

Pladteuche Gilde, No. 70, 5257 Ashland avenue.

St. Mauritius Court, No. 97, C. O. O. F., 53d street and Ashland avenue.

Ivanhoe Tent, No. 276, K. O. T. M., Division street and Ashland avenue.

Telocvicna Jednota Sokel Praha, 4758 Honore street.

St. Jiri Court, C. O. F., 1335 South 40th court.

Korner Lodge, No. 756, I. O. O. F., 501 West North avenue.

Tea and Coffee Wagon Drivers' Union, No. 772, Peck court and Wabash avenue.

Chicago Teamsters' Union, 262 Blue Island avenue.

Thuringer Verein, Diversey and Sheffield avenue.

Pilsen Lodge, No. 2, 823 South Ashland avenue.

Tow Wojciech and Michala, 3310 South Morgan street.

Frauen Verein Fortschritt, 162 North Clark street.

Schweitzer Turn Verein, 162 North Clark street.

St. Mathias Society, 3421 South Halsted street.

Deutsche Kranken Unterstutzung Verein, 3421 South Halsted street.

St. George Society, 3421 South Halsted street.

Linden Park Lodge, No. 15, 48th avenue and Indiana street.

Section 3, Des Bayerisch Am. K. Verein, North avenue and Sedgwick street.

Herman Schwestern Lodge, No. 4, 3954 South State street.

Kranken Unterstutzung's Verein, 710 Blue Island avenue.

Luxemberger Bruderbund, 10459 Avenue M.

Starlight Athletic Association, 48th and Honore streets.

Eendracht Maakt Maakt, 6058 Morgan street.

Nikolieff Unterstutzung Verein, 313 West Division street.

Rad Svobody, No. 148, C. S. P. S., 988-90 West 19th street.

Cesky Lev Council, No. 82, N. A. U., 998 West 19th street.

Platdeuche Gilde, No. 2, 990 West 19th street.

St. Martin's Cadet's, 1566 West 22d street.

Verhovay Sick Benefit Society, 1485 93d street.

Lake View Tent, K. O. T. M., Diversey and Sheffield avenues.

Ind. Order of Vikings, No. 6, Diversey and Sheffield avenues.

Cleveland Frauen Verein, 501 West North avenue.

A. W. I. U. of A., Local No. 17, 257 North Clark street.

Millwood Athletic Association, 1630 North Clark street.

Plattdeutsche Gilde, No. 30 and 52, 1168 West 12th street.

Gr. 474 Herm H. Zolkiewskieg, 63 Emma street.

Monon Musical Society, 456-8 31st street.

Apollo Council, No. 96, N. A. W., 3143 State street.

Gano Frauen Verein, 2503 Kensington avenue.

Chicago Progressive Lodge, No. 278, I. O. B. A., 50 Throop street.

Our Flag Athletic and Benevolent Association, 35th street and Indiana avenue.

Knights of the Whip Benevolent Association, 15th and Wabash avenue.

Pulaski Volunteers, Co. C., 684-6 West 17th street.

Sokol Tabor, 1300-02 South 41st avenue.

Amadore Unterstutzung Verein, 1400 Clybourn avenue.

Echo Singing Society, 876 Milwaukee avenue.

Jacob Mejera Society, 100 Blackhawk street.

Court Harmony, U. O. F., 701 East Belmont avenue.

Luxemberger Schwester Verein, 3101 Evanston avenue.

Shannon Athletic Association, 123-5 Front street.

Society Polish Strzetcon, 8400 Buffalo avenue.

Eintracht League, No. 7, N. A. of A., 53d and Ashland avenue.

Combined Lodges 2d District Horagory, 1211 Lincoln street.

Standard Lodge, No. 68, O. K. O. Z., 444 West Taylor street.

Concordia Liedertafel, 463 West Belmont avenue.

Schoenhofen Edelweiss Maenner Chor, 12th and Waller streets.

Michael Davitt Association, 15th and Wabash avenue.

Court Glory 2510, I. O. F., North avenue and Halsted street.

Society of Jan Trokan, No. 120, Slovanska, 4759 Throop street.

Northern Social and Benevolent Society, 324 East Division street.

Albemarle Aid Society, 3417 South Halsted street.

The Chicago Quartette Singing Society, 876 Milwaukee avenue.

Herman Schwester Lodge, No. 16, 519 Larrabee street.

White Rose Polish Women's Alliance, Ashland avenue and Division street.

Which was ordered published and placed on file.

CITY COMPTROLLER.

The City Comptroller presented two communications transmitting duplicate payrolls for the month of November, 1906, and a statement showing the financial condition of the City on November 30, 1906, together with the revenue and expense for the period beginning November 1st and ending November 30, 1906,

Which were placed on file.

ALSO,

The following communication:

CHICAGO, January 14, 1907.

To the Honorable, the City Council of the City of Chicago.

GENTLEMEN—In accordance with the provisions of Section 1,525 to 1,534, both inclusive, of Chapter 42, of the Revised Municipal Code of the City of Chicago, advertisements have been published inviting proposals for publishing those matters and things required by law or any ordinance of the City of Chicago to be published in a newspaper.

Pursuant to such advertisements bids were received and duly opened at ten o'clock Tuesday morning, December 18, 1906. Such bids were as follows:

	Per Line.
The Chicago Evening Post....	$0.04½
The Chicago Daily Republican	.03¼
Chicago Daily Journal.....	.03 3/10
Chicago Daily World.....	.02½
Chicago Daily Sun.....	.02 4/10
Chicago Daily News.....	Regular advertising schedule rates.

These bids were considered and the award of the City printing for the year 1907 was made to The Chicago Daily Sun, as the lowest reliable and responsible bidder, taking into consideration the circulation of said newspaper within the limits of the City.

The approval of your Honorable Body of this award is requested.

Respectfully,

E. F. DUNNE,
Mayor.

L. E. MCGANN,
Comptroller.

In connection with the foregoing, Ald. Bennett submitted the following communication:

To the Honorable, the City Council of the City of Chicago:

GENTLEMEN—In the matter of the letting of the contract for public printing, I desire to say that in my opinion, the publication recommended by the Mayor and Comptroller is not such a paper as is contemplated by law, and that it is not the lowest bidder when circulation is taken into consideration, and, in view of the importance of giving the greatest publicity to the letting of public contracts, I have withheld my concurrence in the letting of said contract, and beg to submit the matter for your consideration.

Respectfully yours,

FRANK I. BENNETT,
Chairman, Committee on Finance.

Ald. Bennett moved to accept the bid of, and to award the contract for the printing of City advertisements for the year 1907 to the Chicago Daily Journal.

After debate, Ald. Bradley moved to lay the motion on the table.

The motion to lay on the table was lost.

The main question being then put, the motion prevailed, and the award was made to the Chicago Daily Journal, by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Hunt, Bihl, Kohout, Race—58.

Nays—Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Nolan—8.

CITY PHYSICIAN.

The City Physician presented his report for the month ending December 31, 1906,

Which was placed on file.

CORPORATION COUNSEL.

The Corporation Counsel presented the following opinion, which was ordered published and referred to the Committee on City Hall and Public Buildings:

OFFICE OF THE CORPORATION COUNSEL,
January 3, 1907.

To the Honorable, the City Council of Chicago.

GENTLEMEN—In response to the request contained in your resolution of December 17, 1906, as follows:

"*Resolved,* That the Corporation Counsel be and he is hereby requested to submit to this City Council, as early as January, 1907, a written opinion, setting forth therein the legal obstacles, if such exist, which stand in the way of the City

of Chicago's proceeding to erect a new city hall building upon the present site of the city hall of Chicago, without this City's first acquiring absolute title to the said site, providing funds for the erection of such building may be secured by revenue from increased taxation, by appropriation of this City Council, or by bond issue, should the latter be authorized by the Illinois Legislature."

I beg leave to submit, in behalf of the legal department, the following opinion for your consideration and guidance.

I find that the question under consideration was before the Supreme Court, an opinion rendered May 11, 1897, and reported in 167 Ill. 109 to 121, in a suit of ejectment brought by Cook County against the City of Chicago for the possession of the west one-half of Block thirty-nine in the original Town of Chicago, which are the premises now occupied by the present city hall building. The city claimed the right to occupy and use under the Act of October 20, 1871, and the agreement between the County and City of August 19, 1872. The county claimed that under the Act of February 4, 1851, the county authorities were forbidden "to sell, mortgage, incumber or convey Block 39, or *any part* thereof"; that the Act of October 20, 1871, did not repeal, by implication or otherwise, the Act of February 4, 1851, and, hence, the contract of August 19, 1872, was *ultra vires* and void. After the ejectment suit was brought, the City began injunction proceedings against the county before Hon. Murray F. Tuley, Judge, who decided in favor of the City. This decision, on appeal, was reversed, the Supreme Court holding: (1) That the contract was *ultra vires* and void; (2) If the contract was valid, such defense could be made in the ejectment suit. *Cook County* v. *Chicago*, 158 Ill. 524-530.

The ejectment suit then came up before Windes, Judge, who decided for the City, and, on appeal, his decision was affirmed. (167 Ill. 109.)

The opinion is by Phillips, Justice, and is quite exhaustive. I will call your attention to such parts and points thereof, only, as essential to a proper comprehension of his reasons and conclusion.

Before and at the time of the passage of the Act of February 4, 1851, the county solely occupied the whole of Block 39.

In 1853, a building was erected and paid for and occupied partly by the City and partly by the County. In 1860 the building was enlarged and each used *exclusively* separate parts of the same.

In 1868, the Board of Supervisors passed a resolution providing the City should be entitled to the west one-half of the existing courthouse on payment of $50,000, and have the privilege to erect a building west of the courthouse, the Common Council accepted the offer, erected a $400,000 structure and exclusively occupied it. This building was destroyed by the fire of October 9, 1871. October 20, 1871, the legislature passed an act, the proviso to Section 1, being as follows:

> "That not less than one-fifth, nor to exceed one-third, of said sum so appropriated shall be received by said city, and be applied in reconstructing the bridges and public buildings and structures destroyed by fire, upon the *original sites* thereof, as already provided by the Common Council."

There was an emergency clause as follows: "great conflagration in the City of Chicago the buildings, bridges and other public improvements have been totally destroyed," etc. The action of the Common Council, referred to, was the resolution of October 12, 1871, as follows:

> "*Resolved*, That the Board of Public Works be directed to confer with the Board of Supervisors, or a committee of said Board of Supervisors, in regard to erecting a public building on the court house square, jointly with the county, for all public officers."

On the 19th day of August, 1872, the city and county entered into a contract,

in which all former arrangements were merged, which is the one referred to in the preamble to your resolution.

In referring to the respective legislative acts of 1851 and 1871, the court say:

"The only construction to be given this act is, that it was required of the city that a certain part of this appropriation should be expended for the erection of buildings for its use on this block. This requirement was a recognition of the right to use the same. A recognition of that right was, in effect, a repeal of the act of 1851. If the act of 1851 prohibited the city from using this lot, the act of 1871 required it to-required it to do so. There is such repugnancy between the two acts that the latter is, by implication, a repeal of the former as to the west half of Block 39, and after its passage the county had a right to convey to the city that part of that block."

In speaking of the contract of August 19, 1872, the court say:

"It was agreed that the city 'should have the control and occupancy of the said west half of the block for the uses aforesaid without hindrance, henceforth and forever,' with the further provision, however, that if the city should cease to use the same the county should have the right to resume possession, and in such case the city should forfeit all its rights therein and the contract should be void. For the rights given under this agreement the city released a debt due to it from the county of about $30,000, and conveyed to the county what were known as the 'hospital lot' and the 'criminal court block,' both being very valuable pieces of real estate in the city. Soon after this contract was made the city and county authorities proceeded to erect the building or buildings now on this block, and under the provisions of this contract the west half of the building was constructed by the city at a cost of $1,716,000. The effect of the act of 1871 was to authorize that contract. By it the right to use the west half of this lot by the city forever was given. No right of recovery exists on the part of the county against the city."

This decision stands, to-day, as the expression of the judgment of our Supreme Court, and seems to confer ample power and authority under the act and contract aforesaid upon the city to erect and occupy, for *municipal* purposes, a building upon the present site of the city hall.

One matter, apparently overlooked by the Supreme Court in its opinion, is that part of Section 2 of the Act of February 4, 1851, which uses the words "nor the Common Council of the City of Chicago." Take this expression in connection with the fact that the City had occupied a portion of the west one-half of said Block 39, with a small building as early as 1837, may not the legislature have concluded that the County had recognized the fact that it had not used, and did not need to use, said west one-half but that the City had and did; and especially in view of the almost continued use by one and disuse by the other of *that* part since 1851?

Again, may not the legislature (of 1871) have also thought that the legislature of 1851 by forbidding the City of Chicago, in immediate connection with the Board of Supervisors and Cook County, from mortgaging or disposing of the property, have recognized that, in some manner, or by some means, recognizable in law or justice, the City had acquired a right to or interest in a part of said Block 39? If not, why the mention of the "Common Council of the City" in connection with the inhibition against encumbrance or alienation? I mention it as a probable or at least possible reason actuating the legislature in passing the act of October 20, 1871.

If a verbal opinion has been rendered by this department, in relation to said premises, such opinion was upon a state of facts entirely at variance with those

embraced in said resolution, and did not relate to a case where the *City* is to erect a building *with its own funds* for municipal purposes upon the premises in question; but was based upon the facts that private persons or a private association of persons was to erect a building and lease it to the city, which, of course, could not be done, until and unless such *persons* or *associations* should first acquire title from the County.

I have the honor to be,

Yours respectfully,

THOS. J. TULEY,

Assistant Corporation Counsel.

Approved:

J. HAMILTON LEWIS,

Corporation Counsel.

DEPARTMENT OF LOCAL TRANSPORTATION.

The Local Transportation Expert presented an ordinance requiring elevated railroad companies to keep their stations open, warmed and lighted, which was

Referred to the Committee on Judiciary.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance, having had under consideration a request of the Commissioner of Health for a transfer in appropriation, submitted a report recommending the passage of an accompanying ordinance.

By unanimous consent, on motion of Ald. Bennett, the report was concurred in, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That there is hereby appropriated seventy-five hundred dollars ($7,500.00), as an emergency appropriation for the Department of Health, to be expended as follows:

Laboratory supplies	$ 700.00
Office supplies	1,000.00
Contagious disease, including vaccine, anti-toxin and disinfecting material	2,500.00
Printing	1,500.00
Food Inspection Equipment	1,200.00
Miscellaneous Bills, unpaid	600.00

SECTION 2. This ordinance shall be in force and effect from and after its passage.

This action is taken in accordance with the request of the Commissioner of Health, dated January 11th and 12th, 1907, attached hereto.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred claims of John K. Maly, Mrs. J. M. Caskey, J. W. Lyke, and M. L. Pearce, for refunds of 90 per cent of special assessments, having had the same under advisement, beg leave to report and

recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers to the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund upon identification and proper power of attorney from claimant.

Warrant.		
22477	John Maly	$ 7.72
23111	Mrs. J. M. Caskey	16.08
20203	J. W. Lyke	11.24
21210	M. L. Pearce	113.40

SECTION 2. This ordinance shall be in force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in regard to reserves on coal contracts, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow payment of reserves for 15 per cent on contracts with the Miami Coal Company and Thomas A. Fitzgerald, for furnishing coal at the stations enumerated, in accordance with the recommendation of the Commissioner of Public Works attached hereto.

Chicago Avenue Pumping Station	$3,617.00
Fourteenth Street Pumping Station	5,017.64
Twenty-second Street Pumping Station	4,504.58
Fullerton Avenue Pumping Station	703.87
City Hall Building	832.00
Woodlawn Pumping Station	196.45
Seventieth Street Pumping Station	82.02
Seventy-third Street Pumping Station	192.78
Pullman Pumping Station	30.47
Jackson Park Avenue Pumping Station	167.14

and the Comptroller is ordered to pay proper vouchers therefor when issued by the Commissioner of Public Works from the moneys reserved under said contracts.

This action is taken on the recommendation of the Commissioner of Public Works, and in view of the fact that the said contracts have expired in accordance with their terms, and that the said reserves are due, the city having taken advantage of the right to extend such contracts for ninety (90) days.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Charles Grace for

meal tickets, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the General Superintendent of Police be and he is hereby authorized and directed to pay for meal tickets Nos. 6101, 7385 and 7369, from Miscellaneous Appropriation for Police Department, 1906, and the Comptroller is ordered to honor a voucher issued therefor, in accordance with the recommendation of the General Superintendent of Police attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred an order requiring installation of water meters on byepasses; claim of Mary Duerr for personal injuries (adverse recommendation of the sub-committee attached); Minna Kischel, for refund of cost of installation of buffalo box (adverse recommendation of the Commissioner of Public Works attached); S. P. Brannan, rebates special assessment, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LOCAL TRANSPORTATION.

The Committee on Local Transportation submitted a report recommending the passage of two accompanying ordinances, one to the Chicago City Railway Company covering the lines now operated by that company, and certain extensions thereof, and one to the Chicago Railways Company, covering the lines now operated by the Receivers of the Chicago Union Traction Company, and certain extensions thereof.

Ald. Werno moved that the report and ordinances be deferred and published.

The motion prevailed.

Ald. Foreman moved that the Council give Ald. Dever leave to file a minority report on the ordinances at any time between now and the time when the ordinances are taken up for consideration by the Council.

The motion prevailed.

The following are the report and ordinances:

CHICAGO, January 15, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Local Transportation reports herewith, with the recommendation that they do pass, an ordinance to The Chicago City Railway Company, covering the lines now operated by that Company, and certain extensions thereof, and an ordinance to the Chicago Railways Company, covering the lines now operated by the Receivers of the Chicago Union Traction Company, and certain extensions thereof.

These ordinances provide for the immediate rehabilitation of the said street railway systems and for the right of the City of Chicago or its licensee to purchase the same, on the first day of February and on the first day of August of each and any year, upon giving six months' previous notice, in writing, and upon definite terms fixed in the respective ordinances.

The following is a brief summary of the provisions of the ordinances.

The City and the Companies respectively agree that the value of the present tangible and intangible property of the Union Traction system is $29,000,000, and of the City Railway system, $21,000,000.

The Companies agree that they will proceed at once to rehabilitate and re-equip their entire street railway systems and put the same in first-class condition, in full

compliance with specifications for such work and under the supervision of a Board of Supervising Engineers created under the ordinances.

The Board of Supervising Engineers is to consist of three persons, one selected by the Companies and one selected by the City, and the third to be Mr. Bion J. Arnold, who has been the expert engineer representing the City of Chicago in traction negotiations during the past five years. Mr. Arnold is also selected as Chief Engineer in charge of the preparation of the plans and specifications for the entire work of rehabilitation and of the supervision of such work.

The City or any other Company authorized by it is given the right to purchase the entire property of the two systems, or either of them, upon the payment of the agreed price of the present property of each Company, respectively, and the cost of rehabilitation and extensions, including fair allowances for construction, profit and brokerage.

If the street railways are to be so acquired for operation by a private corporation, for its own profit, the purchase price is to be increased twenty per cent.

The Companies are limited, during their operation, to an interest return of five per cent. upon the agreed value of their property, plus the cost of rehabilitation and extensions.

The net profits from the operation of the street railways are to be divided between the City and the Companies, in the ratio of fifty-five per cent. to the City and forty-five per cent. to the Companies.

The ordinances require the setting aside of six per cent. of the gross receipts for maintenance and repairs of the systems.

The ordinances further require the setting aside of an additional and separate fund of eight per cent. of the gross receipts to cover renewals and depreciation.

Whatever portion of the two funds above mentioned is not actually devoted to the purposes specified remains in the funds and pass to the City or its licensee, upon purchase.

In case either of the above funds should in any event be insufficient for the proper maintenance, repair and renewal of the entire street railway system and its equipment, the Companies are obligated to supply additional funds for these purposes.

The ordinances provide for a comprehensive system of transfers and through routes, by means of which passengers can ride over all connecting lines, within the city limits, covered by the Chicago Union Traction system, the Chicago City Railway system, the Chicago Consolidated system and the Chicago General Railway system, for a single fare, in any one general direction.

Twenty-one through routes over the lines of those systems are specified in the ordinances, and provision is made for such additions thereto as the traffic may warrant or require at any time hereafter.

Numerous extensions of the existing lines are specifically provided for, and the Companies agree to construct and equip additional extensions amounting to six miles of double track or twelve miles of single track, for the Union Traction system, and four miles of double track or eight miles of single track, for the City Railway system, in each year, after the third year.

The Companies also agree, under certain conditions named in the ordinances, to construct whatever additional extensions may be required by the City Council.

The Companies agree, upon demand of the City and at the City's option, to furnish funds, to the amount of $5,000,000, for the construction of a central subway,

to be built and owned by the City, the plans for which are to be approved by the Board of Supervising Engineers.

The Companies also agree to furnish to the City the funds for the construction of extensions to this subway, on the terms stated in the ordinances.

The Chicago Railways Company agrees to lower and reconstruct the tunnels under the Chicago River, at Washington, La Salle and Van Buren streets.

The City is also authorized to require the installation of the underground trolley system, in place of the overhead wires.

The capacity of the surface lines within the loop district will be largely increased by the through routes and re-arrangement of the existing terminals.

Within three years, the Chicago City Railway Company must have in operation on its lines at least eight hundred double-truck cars, of modern type and design, to be approved by the Board of Supervising Engineers, and the Chicago Railways Company must have in operation on its system at least twelve hundred such cars.

The City has full power to require whatever additional cars or other equipment may be necessary.

Within at least one year cars in trains can no longer be operated, and all cars must be operated singly.

The ordinances contain ample requirements for grooved rails and for the cleaning and sprinkling of streets and for the paving of the right-of-way.

The ordinances contain a complete reservation by the City of all of its police powers, including the right to make all regulations which may be necessary to secure adequate and sufficient street railway accommodations for the people and to insure their comfort and convenience.

The books and accounts of the Companies are to be kept according to forms subject to the approval of the City Comptroller, and are subject to the inspection of the City's accountants at all times.

The Companies are required to make sworn annual reports to the City, and there is provision for an annual audit of their books by public accountants.

These provisions and the many other requirements of the proposed ordinances amply protect the rights and interests of the City.

The ordinances are the result of negotiations with the representatives of the Companies involved, who have indicated their willingness to accept them, if passed by the City Council.

These negotiations have been continuously carried on since April 27th, 1906, in accordance with the suggestions of Mayor Dunne, embodied in a letter to Alderman Charles Werno, the Chairman of the Local Transportation Committee, a copy of which letter is hereto attached. The ordinances are in accordance with the suggestions of this letter. They have been drafted and discussed by your Committee in open session, at which unrestricted opportunity has been given for citizens of all shades of opinion to be heard. The ordinances embody the most advantageous terms to the City of Chicago for the settlement of the traction question, and are earnestly recommended for passage, to your honorable body.

Respectfully submitted,

COMMITTEE ON LOCAL TRANSPORTATION,

By CHARLES WERNO,

Chairman.

CHICAGO, April 27, 1906.

Alderman Charles Werno, Chairman of Committee on Local Transportation, City Council, Chicago.

DEAR SIR:

In response to your request, I submit the following informal suggestions as to the important work which lies immediately before your Committee.

It is my profound conviction that the most important thing to be accomplished at the outset of this work is the establishment of cordial and efficient co-operation between the two great departments of our municipal government. I recognize fully the functions of the City Council in any disposition of the traction question. In it, under our system of government, is vested the power of legislation. Any additional legislation which may be required in connection with traction matters must be enacted by the City Council. Nevertheless the law has imposed upon me, as the chief executive of the City, the responsible leadership in the field of administration, in which are embraced many of the most important phases of the street railway problem, and I am charged directly with the duty of approving or disapproving the legislation which may be enacted by the City Council. It is, therefore, of the first importance that the City Council and the Mayor should, if possible, co-operate heartily and efficiently in carrying out the will of the people as already expressed, and in devising such additional measures as may seem to be for the public welfare. I believe the time has come when, without regard to differences of opinion upon many matters, this co-operation can and should be brought about. The first step toward this end is to arrive, if possible, at a clear understanding of the existing situation.

The work of your Committee naturally divides itself into two great parts:

First—The accomplishment of Municipal Ownership of the street railway system, and

Second—The improvement of our street railway service while Municipal Ownership is being established.

The people of Chicago have repeatedly expressed their opinion in favor of municipal ownership of the street railway system, and at the last election they definitely voted in favor of the ordinance which has been passed by the City Council for the purpose of providing the financial means by which municipal ownership may be accomplished. I assume that all of the members of your Committee will fully accept the result of this election in good faith, and will co-operate, in all proper and reasonable ways, to carry into effect the will of the people.

At its last session, the City Council passed a resolution offered by Alderman Milton J. Foreman directing this Committee to take up and consider the immediate improvement of the street railway service. With the purpose of this resolution I am in hearty accord. In my last message to the City Council I said: "Because of the condition of our traction lines, reduced to the lowest level of bad service under the system of private ownership which has prevailed, every element of delay in rehabilitation should be avoided as far as possible, with due regard for the street railway policy which the people have demanded and the enabling terms of the Mueller law." I assume that whatever measures may be devised to this end will be so framed as to provide for and protect, to the fullest extent, the right of the City to acquire the street railway system just as soon as the necessary means can be provided for this purpose. It is my firm conviction

that the prompt and thorough improvement of our entire street railway service can be brought about by measures which will recognize and preserve this right. The only possible thing which may stand in the way of this result is the petition for rehearing which the street railway companies have filed in the ninety-nine-year litigation in the United States Supreme Court. This application, however, must, in the nature of things, be disposed of in a very short time, and need not delay the work of your Committee in preparing at once for the steps which can be taken as soon as the rehearing has been denied. I think your Committee can safely proceed upon the confident assumption that the decision already rendered by the Federal Supreme Court will stand as the definite determination of the rights of the companies under the ninety-nine-year act. Assuming this, the question for us to consider is, What practical measures can be taken, both in the direction of municipalization and improved service?

First, as to Municipal Ownership: The people of Chicago have, on several occasions during the past few years, voted overwhelmingly in favor of municipal ownership of the street railway system. Naturally the advocates of Municipal Ownership have not been entirely agreed as to the precise form in which this should be brought about. The statute under which it must be attained has not yet been passed upon by the courts, and the precise steps which must be taken under that law cannot be determined with absolute assurance in the absence of a judicial construction. It is in some respects a new field of legislation, and the precise form of the ordinance or ordinances which can be passed under the law can be determined only by actual test in the courts.

The City Council and the people having already enacted an ordinance authorizing the issuance of special certificates under the so-called Mueller Law, it is to the interest of the entire public to have this ordinance fairly and fully tested just as speedily as the proper steps to this end can be determined upon and carried into effect. The test should be one which will not merely determine the validity of the ordinance, but will also pass upon the validity and construction of the statute under which the ordinance is passed. It should be such a test as will satisfy future purchasers of these certificates as to their validity, and every question which can fairly be raised, which may affect the character of the certificates, should be included in the litigation, so far as it is practicable to bring this about. If the ordinance is held valid, as I confidently expect, I assume that your Committee will co-operate heartily in devising and recommending to the Council the further steps which may be necessary to carry it into practical operation and effect. If the ordinance should be defective, either in whole or in any essential particular, it is desirable to have this fact determined by the court, and to obtain from the court as clear an indication as possible as to how any such defect can be remedied. I assume that your Committee will co-operate cordially in devising and carrying into effect the necessary measures to remedy any such defect. I assume, in other words, that the members of the City Council will accept in good faith the verdict of the people at the last election, and will do all in their power to carry out the will of the people as then expressed.

Fortunately, the decision of the Supreme Court in the ninety-nine-year litigation has thoroughly cleared the ground for municipal ownership. The Supreme Court has held, in effect, that the rights of the existing companies in the streets of Chicago are of three kinds:

A. The right to maintain and operate certain lines until the City shall acquire the same by purchasing the tangible property at its appraised value.

The City now has the established legal right to purchase these lines at any time.

B. The right to operate certain lines, chiefly in the outlying portions of the city, under definite term grants, which expire at different periods during the next few years. Most of these grants terminate within a very short time. They can all be acquired earlier by condemnation proceedings, if necessary or expedient.

C. The right to operate the remainder of the system at the sufferance of the City, subject to its orders to cease operation at any time and without any obligation whatever on the part of the City to purchase the tangible property. The court has not determined what right, if any, the companies have to remove the physical property constituting the last mentioned lines and which is permanently attached to the streets in which it is located.

The situation created by this decision of the Supreme Court is as favorable to the City as could well be expected. Outside of the few term grants, the most favorable right which the present companies now can claim is the right to operate certain of their lines until the City is able to purchase the physical property. It is absolutely essential that nothing shall be done to enlarge these present rights of the existing companies, or to deprive the City of its option of purchase at any time. This must be conceded by those who favor and those who oppose Municipal Ownership.

I believe in the public ownership and operation of all public utilities; and have no confidence in the theory of public regulation; but even those who disagree with me must concede that public regulation can be efficient only, if at all, when coupled with the right of the public to terminate the privilege at any time upon fair terms and reasonable notice. The so-called Massachusetts system of the Charles Francis Adams report, which was once so strenuously urged as a substitute for public ownership, was based upon this theory. This is now the settled policy of the Federal Government where it is the franchise-granting power, as in the City of Washington, Porto Rico and the Philippines. It has been upon this theory that in our own City Council even avowed opponents of immediate municipalization have agreed upon the necessity and entire propriety of inserting in any grant to a private company the reserved right of the City to take over the property if and when it may become desirable to exercise the option. The postponement of this right for a definite period in the various street railway ordinances prepared during recent years by the advocates of franchise extension has been defended only as a concession to the supposed necessity of compromising the ninety-nine-year claims. These claims will no doubt speedily be beyond the necessity for compromise. The City should therefore be given the right of purchase at any time, as a matter of correct theory, even if it did not possess this right by the decision of the Supreme Court. It does possess the right without being given it by any further act of the companies. This right should be jealously preserved until municipal ownership has been actually obtained. I may hereafter make some suggestions as to municipal operation, for which a substantial majority of the people voted at the last election, but which on the face of the returns did not receive the necessary sixty per cent.

Second, as to the Prompt and Thorough Improvement of the Street Railway Service: The important question in this connection is whether the existing street railway service can be thoroughly and promptly improved without impairing the present rights of the City, as defined by the Supreme Court. I

think this can be done. The controlling consideration must be that nothing shall be done which will impair the right of the City to acquire the street railway system as soon as it has established its financial ability to do so.

The first practical step to be taken, then, appears to me to be to request the existing companies at once to indicate to your Committee whether or not they are able and willing to enter into an agreement to sell to the City all their tangible property and unexpired rights at a price to be now fixed, and to undertake the improvement of their service immediately, upon the refusal of their application for a re-hearing in the United States Supreme Court, the City to have the right to take over this property at any time, upon reasonable notice. If they will join, if possible as one company, in the reconstruction of their entire system upon plans to be adopted by the City, with their concurrence, which shall provide for unified service, through routes, universal transfers and operation under revocable license, then they should be adequately assured of the payment of the value of their present property (to be now fixed, before rehabilitation) and additional investment when the City does take over the lines, and they should receive a fair return upon this present and future investment and some share of the remaining net profits while they continue to operate. Subject to these provisions, the profits of operation should go to the City as a sinking fund for the purchase of the property. The details of any such arrangement can all be worked out in conference, if the companies promptly indicate their acceptance of the fundamental principles involved. These conferences can and should proceed without waiting for the disposition of the re-hearing application, so that action may be taken at once when it has been decided. The time has come for action; and if the present companies are either unable or unwilling to act within the lines indicated in the immediate future, the City should and must definitely turn to other sources for relief from conditions which are no longer to be endured.

In this later event, I suggest that arrangements be made at once with a construction company, along the general lines of the "contract plan," or otherwise, providing that such company shall at once, upon the denial of the application for re-hearing, proceed to take possession of the streets and parts of streets now occupied by the present companies, to which the City will then be entitled, and construct and equip in them the best possible street railway system upon agreed terms which shall include a fair construction profit. This arrangement need not take the form of a contract but of a license to operate such a system, under proper limitations, until the City shall pay the agreed price, the profits of operation to be applied first, to a fair interest return upon this price, and second, to the reduction of the principal amount. The City will be able to turn over to such a company the greater portion of the North Division and of the Chicago Passenger system and many other valuable streets. These can be taken possession of in such order as may be most desirable. On North Clark street, for example, much of the work of installing an electrical equipment could proceed without interference with the present cable until the equipment is completed. As the term grants in the various parts of the city expire, they could be turned into the new system. If the right of the City to purchase the remaining lines upon appraisal of the physical property, under the Supreme Court decision and as provided in the original ordinances of 1858 and 1859, can be exercised with funds which may be furnished by this company or otherwise, we need not wait for the judicial construction of the Mueller law and the $75,000,000 ordinance to have the proposed company acquire possession and commence the reconstruction

of the entire system throughout the city. The proposed construction company can be given such financial terms as may supply the necessary inducement for the capital required. It may be feasible to provide that much, if not all, of the investment can be permitted to run for a definite period as a lien upon the property, the City having the right to take over and continue to own, subject to this lien. At all events the City can be given the right to acquire municipal ownership just as soon as it can obtain the necessary funds.

Municipal ownership cannot be acquired until we do this. There may be delay, but the final result will inevitably be the adoption of municipalization. I have no doubt whatever that when or before municipal ownership has been actually reached, municipal operation will receive the necessary majority of votes to comply with the statutory requirement. Meanwhile, under the plan suggested, the amount which the City will be required to pay will be continually reduced out of the profits of operation, and municipal purchase will be made that much easier of early realization.

Nor is the City dependent upon this method of securing prompt improvement of service. The present right of the companies is to operate in certain streets until the City elects to purchase. This right of operation, in the aspect most favorable to the companies, is subject to the police power, and the City has the undoubted right to compel any reasonable improvement which it may prescribe in the service. Any investment which the companies may make to improve their equipment will add to the value of their physical property, and this added value will be paid by the City when it seeks to take over the lines. Of course, the existing companies may attempt to resist any requirement which the City may make for the improvement of their service, and may force the matter into the courts; but such action can only delay for a little the inevitable result and provoke retaliatory measures, which will be to the serious disadvantage of the companies. I believe that the companies should be fairly treated in these matters so long as they themselves act with fairness toward the City. I have no desire whatever to confiscate one dollar of their property, even if I could do so. They should be given all that they are legitimately entitled to receive, under the decision of the Supreme Court. It must be obvious to them, however, that any attempt upon their part to obtain more than this, by dilatory tactics or obstruction, can only result to their serious disadvantage.

Broadly speaking, the City is under no legal obligation to purchase any of their tangible property in the North Division of the city or in the Chicago Passenger Railway system, or in many other lines. If the companies insist upon war, they must expect treatment upon a war basis. If this means the relegation of much of their property to the scrap-heap, the responsibility will rest exclusively upon them. It has a certain value to the City of Chicago, to be used as part of a reconstructed system. That value the City should be willing to pay, providing the companies will immediately recognize the real situation in which they are placed by the decision of the Supreme Court, to which they themselves have appealed, and will agree to start at once upon the reconstruction of their entire system, so that the people of Chicago may have immediate improvement of service, while municipal ownership is being established. There would seem to be no serious difficulty in adequately protecting all of the money actually expended for this purpose, while preserving at the same time the right of the City to acquire the property at any time. If the companies are compelled to make this improvement under the police power, it is obvious that this will be

subject to the City's right of purchase at any time. If the rehabilitation is to be accomplished by agreement with the companies, the City's right of purchase at any time should be equally protected.

If it should be urged that the investors might be unwilling to expend so large an amount of money as would be required for complete rehabilitation, under an arrangement by which the City would have the right to pay it back at any time on demand, with definitely fixed reasonable notice, it may be well to consider whether this objection can be met by permitting the new investment to be secured by a lien upon the property, running for a definite period, of sufficient length to satisfy the investor. Of course, in this event the investor would not expect and would not be entitled to receive as large a return upon his investment as if the City were given the right to return the investment at any time. The City should in such case have the right to purchase at any time, upon payment of the agreed value of the present property, subject to the lien of the new investment. The companies should have a license to operate, and not a franchise for any definite term. They cannot well object to this arrangement, because the present property is held by them precisely upon this tenure. In other words, the companies hold their present property subject to the right of the City to take it over at any time. They can invest the new money upon the same terms, or the new investment can perhaps be made a lien upon the property, running for a definite period, which, of course, should have such provisions as to sinking fund and earlier payment as are consistent with approved methods of modern finance. The important thing is to make sure that this arrangement shall not impair the right of the City to proceed under the Mueller law.

As between these various methods of obtaining improved service, there are certain obvious advantages, both to the City and to the companies, in favor of proceeding by amicable agreement with the present companies, always preserving the right of municipalization. The City could probably secure in this way a more immediately complete reconstruction of the system and a greater immediate improvement of service. The price which the City would have to pay for the present property and future improvements would be definitely fixed at the present time, so that it would be known exactly how much money it is necessary to raise for municipal purchase. The work of reconstruction would proceed under plans and specifications prepared by the City and under efficient public audit and account. The City would avoid a further period of controversy and strife with the companies. It might obtain a larger percentage of the profits of operation than could be obtained by a system of car licenses or reduction of fares under the police power.

Upon the other hand, the companies would equally gain. They could immediately reconstruct and re-equip their system in a manner which would undoubtedly very greatly increase the gross receipts, through the improved service and added facilities furnished the public. Their securities would be placed upon a stable basis, and they would be assured that the City would pay them for the actual value of their physical property, instead of compelling them to remove much of it from the streets. That this last mentioned consideration has very substantial value will be seen when it is recalled that their entire system in the North Division and many other lines are subject to no such requirement, and that the Chicago Passenger Railway Company is, by many of its original ordinances, required to remove its rails and restore the road-bed, at the end of its twenty-year grant, which has now expired. In pursuing a policy of procrasti-

nation or obstruction, the companies might harass the City for a time, but in the end they must face a far greater loss than would be involved in such reasonable concessions as the City would now demand.

In a word, subject only to the disposition of the petition for a rehearing in the United States Supreme Court, the City of Chicago is now in position to secure first-class street railway service, while proceeding with all practicable speed to bring about that Municipal Ownership for which the citizens have voted. It remains only for the two great co-ordinate branches of the City Government to co-operate along practical lines, for the accomplishment of the result for which the people have so long contended.

Sincerely yours,

E. F. DUNNE.

AN ORDINANCE

AUTHORIZING THE CHICAGO CITY RAILWAY COMPANY TO CONSTRUCT, MAINTAIN AND OPERATE A SYSTEM OF STREET RAILWAYS IN STREETS AND PUBLIC WAYS OF THE CITY OF CHICAGO.

PREAMBLE.

WHEREAS, The Chicago City Railway Company, hereinafter called the Company, now maintains and operates a system of street railways in the streets and public ways in the south division of the City of Chicago; and

WHEREAS, The said City desires, for the proper accommodation of the public, to provide for the reconstruction, re-equipment and extension of the said street railway system now maintained and operated by the Company and for the unified operation of said street railway system together with the street railway system now maintained and operated by the Receivers of the Chicago Union Traction Company, and to be in a position as soon as practicable freely to deal with the subject of transportation in its streets as a whole, and to fix and determine the definite terms and conditions upon which the said City shall have the right to purchase and take over at any time the street railway system of the Company; now, therefore,

Be it ordained by the City Council of the City of Chicago:

AUTHORITY.

SECTION 1. That in consideration of the acceptance by the Company of this ordinance, subject to all of the provisions, conditions, requirements and limitations hereof, consent, permission and authority are hereby granted to the Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate a system of street railways in, upon and along the streets and public ways or portions thereof, in the City of Chicago, set out in the schedule marked "Exhibit A" hereto attached and made a part hereof.

The said consent, permission and authority hereby granted to said Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate the said street railways in, upon and along 22d street from the east bank of the Chicago River to Wabash avenue, are granted subject to all of the rights, franchises and privileges of the Chicago General Railway Company upon said 22d street between the points mentioned, under and by virtue of a lease of said tracks from the Chicago City Railway Company to the Chicago General Railway Company dated July 5, 1897; but shall wholly cease and determine on the 8th day of

February, A. D. 1912, and are subject at all times to all the provisions, conditions and limitations of this ordinance, including the right of the City or its licensee to purchase and acquire said tracks and all of the rights hereby granted, at the times and upon the terms hereinafter provided.

The said consent, permission and authority hereby granted to said Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate the said street railways in, upon and along Main street, from Archer avenue to 31st street, and Laurel street from 31st street to 39th street, are granted subject to all of the rights, franchises and privileges of the Chicago General Railway Company upon said Main and Laurel streets between the points mentioned, under and by virtue of a lease of said tracks from the Chicago City Railway Company to the Chicago General Railway Company, dated October 1, 1897, but shall wholly cease and determine on the 4th day of February, A. D. 1915, and are subject at all times to all the provisions, conditions and limitations of this ordinance, including the right of the City or its licensee to purchase and acquire said tracks and all of the rights hereby granted, at the times and upon the terms hereinafter provided.

For the purpose of carrying into effect the desire of the said City to provide for the unified operation of said street railways, an ordinance similar to this ordinance in general provisions and character, running to the Chicago Railways Company, as grantee, covering the system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company in the north, west, and a portion of the south divisions of said City, has been presented for passage concurrently with this ordinance, and it is hereby expressly provided that, upon the passage and acceptance of said last mentioned ordinance, then in all cases where this ordinance and the said ordinance relating to the street railways now maintained and operated by the Receivers of the Chicago Union Traction Company confer grants upon more than one company in the same part of any street, the rights granted to the respective companies in such part of any street shall be construed to be for a mutual and joint use of tracks, and the rights of each company therein shall be the same as though the said ordinances making such grants had been passed and had taken effect concurrently, without regard to the actual dates of their respective passage and acceptance. Whenever such tracks are to be used jointly, they shall be constructed, maintained and operated at the equal joint expense of the said companies.

RECONSTRUCTION.

Section 2. The Company shall proceed at once to reconstruct portions of its track and roadbed and put its entire street railway system, plant and equipment in first-class condition, in full compliance with the specifications and provisions for such work in this ordinance and in the Exhibit hereto attached, marked "Exhibit B" and made a part of this ordinance, with the same force and effect as though herein fully set forth, and to operate and maintain said system in accordance with the provisions of this ordinance and of said "Exhibit B."

Such provisions of this ordinance as are in the nature of specifications shall be given at all times full force and effect, except in cases, if any, in which they conflict with express provisions of "Exhibit B," in which cases the latter shall prevail. The provisions of this ordinance and those of "Exhibit B," however, shall be construed together, and both, so far as practicable, be given full effect throughout the life of this grant.

EXTENSIONS.

Section 3. The said City shall have the right, subject to the limitations con-

tained in this ordinance, at any time to require the Company to make extensions of and additions to the lines of street railway enumerated in said "Exhibit A." Such extensions and additions shall be made under the supervision of the Board of Supervising Engineers, as hereinafter in Section 7 provided, and the cost thereof shall be determined as provided in said section. The character and quality of such work shall comply with the specifications set forth in said "Exhibit B," so far as the same may be applicable thereto.

The Company shall promptly and within a reasonable time after the passage of this ordinance construct and equip the extensions of its street railway system provided for in Exhibit "A," and in Section 36 and shall operate same as a part of its system in conformity with the provisions of this ordinance, and at any time after three (3) years from the acceptance of this ordinance, the Company shall upon the order of the City Council of the City, construct and equip such additional extensions as may be required by the City and shall operate the same as a part of its system in conformity with the provisions of this ordinance, provided, that the Company shall not be obligated hereby to construct and operate any such additional extensions in any street or public way nearer any existing parallel street railway tracks of the Company than one-half mile, and that the Company shall not be obligated hereby to construct more than four miles of double track railway or eight miles of single track railway in any one calendar year during the term of this grant.

The Company shall, however, upon the order of the City Council of the City, construct, equip and operate such extensions of its street railway system in addition to those hereinabove provided for as may be required by the City Council subject to the conditions and limitations contained in Section 25 of this ordinance.

The Company shall not be authorized or obligated to construct any extension of its street railway system upon streets on which street railways are not located when this ordinance goes into effect until the City has granted to the Company whatever authority in addition to this ordinance may be necessary to comply with the frontage consent laws of the State of Illinois.

MOTIVE POWER.

Section 4. The motive power to be used in the operation of said street railways shall be electricity, applied by the overhead trolley system or otherwise, as more particularly set forth in said "Exhibit B"; provided that the said City (subject to the limitations contained in Section 25 hereof), at any time after three years from the date of the acceptance of this ordinance, may require by ordinance, that the Company shall operate under the provisions of this ordinance any of its street railways herein authorized by electric power transmitted through working conductors carried in conduits below the surface of the street and between and underneath the rails, otherwise known as the underground trolley system, and shall thereafter cease to operate the same by overhead trolley.

USE OF POLES, CONDUITS, ETC.

Section 5. The Company may use its trolley poles, feeder poles, trolley wires, feeder wires and the conduits authorized and provided for in said "Exhibit B," for all purposes solely connected with the operation of its street railways, such as power, light, heat and telephonic and other signals. For such purposes the Company may connect such conduits, poles and wires with its transmission and feeder wires, power plants, substations, car houses, repair shops or other property of

the Company, and with any transmission, feeder or other wires of any other individual or corporation.

JOINT USE WITH THE CITY.

The said City shall have the right, without the payment of any compensation therefor, during the life of this grant, to use the poles of the Company to carry the signal, telephone, telegraph and electric light wires and lamps of the said City. The transmission wires of the said City for such purposes shall be placed on poles of the Company, on that side of each street or way (where poles are located on both sides thereof) designated by the said Board of Supervising Engineers, without cost or expense to the Company, but the Company shall repair and maintain its poles as one of the operating expenses of the said street railway system under this ordinance; provided, that the said City shall indemnify and save harmless the Company against and from all damages, judgments, costs or expenses which the Company may suffer by reason of any negligence of the said City in installing, maintaining or using its said wires and lamps upon said poles.

SUBWAYS.

SECTION 6. The Company hereby gives to said City and said City reserves the power by ordinance to require the Company to join with the Chicago Railways Company and with the said City in defraying the cost of the construction of a system of subways for the joint use of the said companies as down town terminals of their street railway systems, and for the use of said City and of its licensees, the legal title to said subways to be in said City, subject to the rights of the said companies under this ordinance, it being, however, an express condition of the Company being required to join in defraying the cost of such construction of such system of subways, that said subway system and the extensions thereof shall not be used for street railway purposes during the life of this grant except by the street railway systems of said companies; provided, that the companies shall not be required to contribute to the cost of said subway system any amount in excess of the pro rata cost of that part of said subway system which is to be devoted to the use of said companies or either of them and that the total amount which the said companies shall be required to contribute toward the construction of said system of subways shall not exceed the sum of five million dollars ($5,000,000), exclusive of the cost of (1) reconstructing the present tunnels under the Chicago River, (2) or of converting said tunnels into a part of said system of subways. Two-fifths of that part of the cost of the said subways (exclusive of the tunnels under the Chicago River), payable by said companies shall be borne by the Company and three-fifths of the said cost shall be borne by said Chicago Railways Company; and provided, further, the Company shall not be obligated to join in defraying the cost of the construction of such subway system until (1) the said City shall authorize the construction of said subway system by an ordinance which shall prescribe the location, character and extent of said subway system and the plans and specifications therefor, which plans and specifications shall include provisions specifying the portions thereof to be devoted to the use of said companies, respectively, and to the use of the said City and its licensees, and regulating the manner of such uses, and specifying the share of the cost of such subway system to be borne by said companies and the extent of the user to which each said company shall be entitled in that part of said subway system devoted to street railway purposes, and until, (2) the Board of Supervising Engineers shall approve the location, character and extent of and the plans and specifications for such subway

system. The limitation of five million dollars as above defined shall apply to the subway system above mentioned, but shall have no application to the extensions and additions herein next mentioned.

When said subway system shall have been fully completed (but not before the expiration of five years from and after the acceptance of this ordinance) the Company (subject to the limitations contained in Section 25 hereof) may be required by ordinance to join with the said Chicago Railways Company and with the said City in defraying the cost of the construction of extensions and additions to such subway system and the Company agrees that it will pay to the said City the pro rata cost of constructing that portion of such extensions which is to be devoted to the use of the Company and its proportionate part of the pro rata cost of constructing that portion of such extensions which is to be devoted to the joint use of the said companies; provided, however, the Company shall not be obligated to join in defraying the cost of the construction of such extensions and additions to said subway system until (1) the said City shall authorize the construction of said extensions and additions by an ordinance which shall prescribe the location, character and extent of said extensions and additions and the plans and specifications therefor, which plans and specifications shall include provisions specifying the portions to be devoted to the use of said companies and to the use of said City and its licensees, and regulating the manner of such uses and specifying the part of the total estimated cost of such extensions and additions to be borne by the said companies, respectively, and until (2) the location, character and extent of said extensions and additions and the plans and specifications therefor shall be approved by the said Board of Supervising Engineers.

The provisions of this ordinance under which the said Company obligates itself to contribute to the cost of constructing subways and extensions of subways and fixing the conditions under which the said Company is so obligated shall not have the effect or be construed to have the effect of depriving the said City of any right which the said City may have or acquire (otherwise than by virtue of this ordinance) to construct subways or extensions thereof, or to compel said Company to contribute to the cost of such subways or extensions, or to compel said Company to use the subways in whole or in part, in connection with its street railways or to fix the terms and conditions of such use. By the acceptance of this ordinance the Company admits that the City has the right and authority to construct subways and extensions of subways in the streets and parts of streets described in "Exhibit A" and in all other streets or parts of streets in which the Company is now or hereafter authorized to construct or operate street railways and the Company by such acceptance consents to the exercise of such right by the City; but the Company by the acceptance of this ordinance shall not be construed as admitting that the City now has any right otherwise than by virtue of this ordinance to compel said Company to contribute to the cost of any subway or extension thereof, or to compel said Company to use subways in whole or in part in connection with its street railways or to fix the terms and conditions of such use, or that it could acquire such right, and the exercise by the City of any such right shall not impair or in anywise affect the rights of the Company under the provisions of this ordinance in that part of any subway, or extensions thereof, to the cost of constructing which the Company shall have contributed.

Nothing in this ordinance contained shall be construed to give the said City the power to require the Company in case of the construction of said subway system, or extensions and additions thereto, and the placing of its railway tracks

therein, or in a part thereof, to cease the operation of its railway, during the life of this grant, upon the surface of any of the streets or parts of streets under which the said subway system, or said extensions and additions thereto, may be constructed, so long as or whenever the City shall permit the construction or operation of any street railways upon the surface of such streets or parts of streets, respectively.

It is expressly provided that in case the capacity of that portion devoted to street railway purposes, of any subways or extensions of subways, constructed under the provisions of this section of this ordinance, shall at any time be greater than necessarily and properly required for the use of the said company or companies which have contributed to the cost of said subways or extensions thereof in the operation of their street railways therein, the City may authorize or require any other Company operating elevated railways in said City to use said subways and extensions, or parts thereof, to the extent of such surplus capacity, but only to such extent, provided that such Company shall pay a reasonable rental for such use by it, which rental shall be apportioned between the parties who have contributed to the cost of constructing the portion of such subways or extensions so used by such other company in proportion to the extent of their respective contributions; and the portion of such rental so paid to the Chicago City Railway Company shall be considered and treated as part of its gross receipts, to be disposed of under the provisions of this ordinance as other gross receipts from the operation of the street railways of said Company are to be disposed of. The City shall have the right to use the said subways and extensions for any elevated railway belonging to said City to the same extent and upon the same terms that it may authorize or require their use by any elevated railway company.

CITY TO HAVE SUPERVISION OF REHABILITATION.

Section 7. All of the construction, re-construction, equipment, re-equipment, extensions and additions to plant and property provided for or required by this ordinance or the Exhibits thereto, including underground trolleys, new lines, extensions, and other additions to plant and property (but not subways or extensions thereof), shall be done, performed and acquired by the Company under the direction and supervision of said Board of Supervising Engineers, and the cost and expense thereof shall be borne and paid by the Company, but no contract, subcontract or payment therefor shall be made without the written approval of said Board.

The Company shall purchase materials and equipment, and employ engineers, superintendents, clerks, foremen and workmen and shall pay all expenses of every nature, including legal expenses necessary to the proper, complete and prompt performance of the above mentioned work, upon the lowest advantageous terms and subject to the approval of the said Board of Supervising Engineers, and to the actual amount paid by the Company in and about carrying out each and all of the requirements of this Section, shall be added ten per cent. of such amount as a fair and proper allowance to the Company for conducting the said work and furnishing said equipment and five per cent. for its services in procuring funds therefor, including brokerage.

The said Board of Supervising Engineers shall, on or before the fifteenth day of each month, make a report in writing, dated the first day of such month, to the City Comptroller of the amount of money actually expended during the previous month by the Company with the approval of said Board of Supervising Engineers in and about carrying out the requirements of this Section together with the per-

centages of such amount in the next preceding paragraph provided for, and all amounts contributed by the Company to the cost of the said subway system or extensions thereof together with five per cent. of the amounts so contributed; and the interest provided in Section 24 hereof as a deduction from gross receipts shall begin to run upon the total amount of each such certificate from and after the date thereof.

The total amount so certified by the said Board of Supervising Engineers (including the said additional percentages thereof as hereinabove provided) shall be final and binding upon both parties hereto and shall be conclusively held and taken as the cost of the said construction, reconstruction, equipment, re-equipment, extensions and additions to plant and property, including subways, underground trolleys, new lines, and other additions to plant and property, which shall be paid by the said City upon the taking over of the said street railway system as in this ordinance provided, except that said Board may at any time within sixty (60) days after the date of any such certificate correct any error or omission therein.

The said Board of Supervising Engineers shall have power to determine what work shall be treated as construction, reconstruction, equipment, re-equipment, extensions, new lines, underground trolleys or additions to plant or property to be paid for by the Company out of the capital funds to be provided by it for that purpose, and what shall be treated as maintenance, repairs and renewals, to be paid for out of the gross receipts of the Company from the operation of the street railway system hereby authorized. But any such determination of said Board shall be governed by the following provisions:

During the three (3) year period of "Immediate Rehabilitation" seventy (70) per cent. of the gross receipts shall be set apart and shall be used so far as required in defraying the operating expenses, including maintenance and repairs, and the residue of said seventy (70) per cent. shall be applied to the cost of renewals and no part of the cost of any renewal paid for out of such seventy (70) per cent. shall be charged to additional capital, and all expenditures for renewals during said three (3) years in excess of such residue of said seventy (70) per cent. shall be charged to capital account.

After such three (3) year period of "Immediate Rehabilitation," the cost of renewals shall be paid as provided in Section 16 hereof, but such expenditures (and only such expenditures) as are made for the purpose of extensions of or additions to property shall be thereafter considered as additions to capital, provided, however, that in the replacement of any principal part of the property, either existing or hereafter acquired, there shall be charged to capital the excess amount that the new property cost over the original cost of the property displaced, excepting that the value of property contained in the appraisal inventory of the property of the Company, referred to in Paragraph 1 of Section 20 hereof, shall be used instead of first cost for all property listed in such appraisal inventory.

REMOVAL OF TRACKS.

Section 8. The Company shall forthwith remove all tracks now owned or operated by it which it is not expressly authorized by this ordinance hereafter to maintain and operate. If it shall hereafter cease to operate over any of its tracks or any portion thereof, it shall remove such unused tracks upon the order of the City Council. Failure to operate cars for the carriage of passengers at least once each way within every hour of each day between the hours of six (6) A. M. and eight (8) P. M. over any part of a street or public place in which tracks of the

Company are laid, shall be treated as a cessation of operation of its tracks in such part of street or public place within the meaning of this Section, unless such operation is interfered with by unavoidable accidents, labor strikes or litigation brought without connivance of the Company; provided, however, that the foregoing provisions of this Section shall not be construed to require or authorize the removal of curves or turn-outs or of connecting tracks specifically authorized by this ordinance or the exhibits hereto to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, or such tracks as may be necessary for a connection with the Company's property used for street railway purposes.

The City shall have the right by ordinance to require the Company to remove any tracks or portions thereof, the further maintenance of which is at any time no longer warranted by the traffic, or reasonably required in the operation of the said street railway system, provided that the Company shall not be required to remove such tracks but may maintain or reconstruct and operate the same during the life of this grant so long as or whenever the City shall permit the construction or operation of any street railways upon the streets or parts of streets respectively from which such tracks have been so required to be removed and in every case of removal of tracks as aforesaid, the Company shall restore the street or public way to the condition of the other portions thereof, all at its own cost, such cost to be treated as an operating expense.

If the Company shall fail within a reasonable time (not to exceed 30 days) to remove any such tracks on order of the Commissioner of Public Works, the said City may remove them, charging the expense thereof to the Company; provided, however, that nothing in this section contained shall relieve the Company from its obligations at all times to render adequate service on its street railways.

RIGHT TO SELL UNNECESSARY PROPERTY.

Section 9. The Company shall not hereafter sell any of the property belonging to it at the time of the passage of this ordinance (except that described in Exhibit "D") or thereafter acquired by it as an addition to or extension of, or for use in connection with its said street railways, except as the same may become unnecessary or unadapted to the proper operation and maintenance of said street railways under the terms of this ordinance, and before making any such sale the Company shall secure the written approval of such sale and of the amount and terms thereof by the said Board of Supervising Engineers, and such written approval of said Board shall be conclusive of the right of the Company to transfer complete title to the purchaser, who shall not be obliged to look to the application of the proceeds of such sale.

In the event of any such sale made during the period of "Immediate Rehabilitation," the proceeds shall be deducted from the amount allowed to the Company for such reconstruction, and in the event of a sale after such "Immediate Rehabilitation" is completed, the proceeds thereof shall be deposited with the depositary or depositaries selected under the provisions of Section 16 of this ordinance and shall constitute a part of and an addition to the reserve fund provided for in said section for Renewals and Depreciation.

SERVICE REGULATIONS.

Section 10. The Company hereby agrees to comply with all reasonable regulations of the service of the said street railway system which may be prescribed from time to time by the City Council of said City and that the approval of any such reg-

ulation by the Board of Supervising Engineers shall be binding upon the Company (but not upon the City) as to the reasonableness thereof.

STYLE OF CARS.

All passenger cars operated by the Company shall be used for the carriage of passengers only. All such cars hereafter built or purchased shall be of the best and most approved finish, style and design to be approved by the Board of Supervising Engineers; they shall have center aisles; they shall be without running footboards along the sides, and shall be equipped with sufficient motor capacity. Cross-seats facing forward shall be used, but longitudinal seats, each seating not more than four passengers, may be used at the ends of the cars. All closed cars shall be vestibuled, and shall be of the style and description specified and provided in said "Exhibit B," and at least one hundred fifty (150) cars of such description shall be acquired by and placed in operation upon the tracks of the Company within one (1) year from the passage of this ordinance, exclusive of delays occasioned by strikes or other causes beyond the control of the Company.

PUSH BUTTONS.

All cars operated by the Company shall be supplied with a sufficient number of electric bells, connections and push buttons to enable passengers without inconvenience to notify the conductor of their desire to leave the car.

FENDERS.

All cars shall be equipped with efficient and serviceable fender devices, headlights and sand-boxes.

BRAKES.

Each double-truck car shall be equipped with two sets of brakes, one of which shall be a hand-brake and the other an efficient power-brake of modern, improved type.

CLEANLINESS AND VENTILATION.

Said cars shall at all times be kept clean and in good repair, and shall be thoroughly ventilated.

HEATING.

The said cars shall be kept heated at the temperature of fifty (50) degrees Fahrenheit, as nearly as practicable, and each car shall contain a standard thermometer appropriately placed to enable passengers to see that this provision is complied with.

LIGHTING.

All cars shall be kept well and sufficiently illuminated by electric light or other illuminants approved by said Board of Supervising Engineers.

SIGNS.

Each car shall bear appropriate and conspicuous signs upon both its sides and ends so placed as to indicate, both day and night, the route and destination of such car. At night such signs shall be illuminated.

ADVERTISEMENTS.

The Company may permit advertisements in its cars, but no advertisement shall

be placed upon the outside of any car, and only the space between the top of the windows and the transom of the car shall be used for advertisements on the inside of cars.

FUNERAL CARS AND MAIL CARS.

The Company is hereby authorized and permitted to operate funeral cars, and separate cars for the use of the United States Post Office Department, for the carriage of mail.

SINGLE CARS ONLY.

Every electric car shall be in charge and under the control of two competent men, a motorman and a conductor, and (after the expiration of one year from the date of the passage of this ordinance, or at such earlier time as the Company shall be able to acquire the necessary rolling stock to enable it to abandon trailers) shall be operated singly.

RATES OF FARE.

SECTION 11. The Company, except as to chartered cars to private parties and as in this ordinance provided, shall be entitled to charge passengers, during the term of this ordinance, the following rates of fare, to wit:

For a continuous trip in one general direction, within the limits of the City, over its street railways covered by this ordinance and all extensions thereof (whether owned, leased or operated by it) the sum of five cents (5c) for each passenger twelve years of age or over, and three cents (3c) for each passenger under twelve (12) years of age; provided that children under seven (7) years of age accompanied by a person paying fare shall be permitted to ride free.

UNIVERSAL TRANSFERS.

Every such passenger may demand and upon such demand shall receive from the conductor of the car upon which he first takes passage, or from some authorized agent of the Company, a transfer. Said transfer shall entitle such passenger to ride upon any other line of said street railway system owned, leased or operated by the Company or any other line of street railway operated by any other corporation from which the Company is by this ordinance obligated to accept transfers, which connects with, crosses, intersects or comes within a distance of two hundred (200) feet of the line of said street railway upon which the passenger first took passage and paid his fare. But this obligation shall not apply to any connecting point in the south division of the City of Chicago north of Twelfth street, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given at all points within said subways where lines of railway connect with each other.

The payment of a single fare shall not entitle a passenger to reverse his general direction of travel. If necessary to enable a passenger to reach his destination the conductor or other authorized agent of the Company shall issue without additional charge, a transfer upon a transfer, the same as required upon payment of a cash fare; the intention being that for a single fare the Company shall carry any passenger for a single continuous ride over any of the said lines of street railway owned, operated or leased by it, within the limits of the said City, so long as such ride is in the same general direction, although some of the lines necessary to be used by such passenger in arriving at his destination intersect or cross one another, or do not conform to such direction.

In every instance the transfer given to a passenger may designate the point or

place of transfer, and the same must be used at such point or place, within a reasonable time, not exceeding fifteen (15) minutes after such point or place is reached by the car from which the passenger is transferred, provided that within said fifteen minutes a car shall pass such point or place of transfer in the direction and upon the route indicated by said transfer; but if no car shall pass such point within said time the passenger shall have the right to take the first available car passing such point in the direction indicated upon the passenger's transfer. A passenger upon any car delayed through the fault, negligence or inability of the Company shall be entitled to receive a transfer to a car upon the nearest line of the Company going in the same general direction as the delayed car.

The Company shall also on its cars accept and honor as fares, transfers issued to passengers upon any line of street railway covered or authorized by the said ordinance to the Chicago Railways Company, hereinabove referred to as presented for passage in the City Council of said City, concurrently with this ordinance, which connects with any of said lines of the Company, under the same conditions and with like effect as though both lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance, but this obligation shall not apply to any connecting points north of Twelfth street and east of the south branch of the Chicago River and south of the main Chicago River, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given by and between said companies at all points within said subways where their lines of railway connect with each other.

The Company shall also accept and honor as fares transfers issued by the Chicago General Railway Company at all points where the railway lines of the Company connect with or intersect the lines of said Chicago General Railway Company, constructed and in operation at the time of the passage of this ordinance, with like effect as though both said lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance; upon condition, however, that said Chicago General Railway Company shall accept and honor at such transfer points, as fares, transfers issued by the Company.

The said proposed arrangement contemplates that in every instance the street railway company accepting any such transfer shall give to the passenger presenting it the same accommodations and the same transfers, if requested, to its other line or lines, as such passenger would be entitled to receive if he had paid a cash fare.

The Company, acting by itself or in conjunction with the other companies to which the provisions of this Section apply, may, with the approval of the said Board of Supervising Engineers, adopt reasonable rules and regulations not inconsistent with the provisions of this ordinance, for the transfer of passengers as provided for herein, and for the prevention of the fraudulent use of transfer privileges.

NO PASSES: EMPLOYES, POLICEMEN AND FIREMEN FREE.

Section 12. No passes of any kind or description shall be issued or given to any person, and no person, except employes of the Company, policemen and firemen, respectively, in full uniform, shall be permitted to ride upon any street railway without the payment of the full rate of fare prescribed in this ordinance; provided that the Company may issue to its employes free tickets for use while engaged in the performance of their duties, and may permit them to ride free when wearing an official badge of the Company conspicuously in view. The Company shall keep a record of the number of such free tickets and to whom issued.

MAIL CARRIERS.

In the event that the United States Post Office Department shall pay to the Company a sum of money based upon the system of sales of tickets in effect between the Post Office Department and the Company for the use of letter carriers during the year 1906, the said amount of money to be not less than Ten Thousand, One Hundred, Thirty-seven Dollars and Seventy-five Cents ($10,137.75) per annum, with proportionate increase in said amount for any increase in the number of letter carriers employed in the City of Chicago over the number of such carriers so employed in the year 1906, then the Company shall carry on its street railways United States letter carriers, in full uniform, at all times, without the payment of fare.

THROUGH ROUTES.

SECTION 13. The Company will co-operate with any corporation operating the street railway in Halsted street, from O'Neil street north, to operate a through line of cars in said street. Whenever the said City shall so direct and shall grant to the Company and to any corporation operating a street railway north of the South Branch of the Chicago River in Western avenue a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; also, whenever the said City shall grant to the Company and to any corporation operating a street railway north of the South Branch of the Chicago River in Kedzie avenue a license or franchise to connect their lines in said avenue, the Company will co-operate with such other corporation to operate a through line of cars in said avenue; and, also, whenever the said City shall grant to the Company and to any corporation operating a street railway in Ashland avenue north of the South Branch of the Chicago River a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; and said corporations shall thereafter operate and maintain said through lines of cars in the said streets and avenues, respectively; and the Company agrees to obtain forthwith the right to operate its cars over the street railways on Kedzie avenue between Thirty-first street and Twenty-second street and on Ashland avenue between Archer avenue and Twenty-second street, from said Chicago General Railway Company, and to use that right in the establishment of through routes, as in this ordinance provided, so long as any rights of said Chicago General Railway Company in said streets shall continue. But nothing in this ordinance contained shall be construed as enlarging or extending any right of said Chicago General Railway Company in or over any of the streets of the City; provided, that the Company shall only be required to operate said through lines across or over any river or canal, when the said City or some third party shall provide and maintain a bridge across the same upon which it may operate its cars.

The Company will co-operate with any corporation or corporations operating such of the street railway lines now operated by the Receivers of the Chicago Union Traction Company as may be parts of the through routes in this ordinance or in "Exhibit C" referred to in establishing and maintaining through lines of cars over the street railway lines of the Company and the street railway lines of the Union Traction system entering the south division of the said City, north of Twelfth street, which shall carry passengers from the south division of the said City to the other two divisions of the said City, or in the reverse directions, through the portion of the south division of said City north of Twelfth street, for a single fare.

As many cars shall be operated upon said through lines as the traffic shall require and warrant.

The parties now concerned have agreed upon certain through routes which are particularly described in "Exhibit C," which is attached hereto and made a part hereof, with the same force and effect as if herein fully set out.

The Company may establish other through routes from time to time and may discontinue the same, if and when the traffic warrants such establishment or discontinuance; but no through route specifically established by this ordinance and said Exhibit "C" shall be discontinued without the consent of the City Council of said City, and the City may by ordinance at any time require the Company to re-establish any through route and to establish new and additional through routes whenever the traffic warrants or requires such establishment or re-establishment; provided, however, that if the Company shall consider that the traffic does not in fact warrant or require the establishment or re-establishment of any through route so required by the City to be established or re-established, then in such case it shall be the duty of the Board of Supervising Engineers, upon demand either of the City or of the Company to furnish the certificate of said Board certifying as to whether or not, in the opinion of said Board, the traffic does warrant or require the establishment or re-establishment of such through route, and such certificate of the Board of Supervising Engineers shall be prima facie evidence as to whether, in fact, the traffic does or does not warrant or require the establishment or re-establishment of such through route; and the obligation of the Company in respect to such routes shall be governed by such certificate pending a judicial determination of its obligations in respect to the establishment or re-establishment of any such through route under this ordinance.

The through routes herein mentioned shall be established and put in operation immediately after the necessary reconstruction of the tracks covered by such routes.

To carry out the establishment of the through lines provided for in this section, the Company will enter into a reasonable operating agreement approved by the said Board of Supervising Engineers, with any other corporation or corporations concerned, whenever required by the said City. If the Company and the corporation or corporations operating the lines of street railway constituting said through routes, or any of them, shall be unable or fail to agree upon terms as between themselves for establishing, maintaining and operating all of said through routes within sixty (60) days after the passage of this ordinance, then and in such case it shall be the duty of the Board of Supervising Engineers to fix and determine the basis and terms, as between said Company and said corporation or corporations, upon which said through routes shall be established, maintained and operated and to notify each of the companies operating the lines of street railway constituting said through routes of said basis and terms, and thereupon it shall be the duty of the Company to proceed forthwith to establish, maintain and operate said through routes upon the basis and terms so fixed and determined by said Board of Supervising Engineers. Said companies may by agreement (with the approval of said Board of Supervising Engineers) modify such basis and terms or they failing to agree, the Board of Supervising Engineers may from time to time modify said basis and terms as to said Board shall seem fit and just.

Passengers upon the through cars operated upon any through routes, while traveling over the tracks of each company shall be entitled to the same facilities as to transfers as such companies shall be required to give to their own passengers paying cash fares.

STREET SPRINKLING AND CLEANING.

SECTION 14. The Company shall sprinkle, sweep, keep clean and free from

snow that portion of each of the streets occupied by its right-of-way, as provided in "Exhibit B," and if it shall be found practicable to have the streets occupied by its tracks swept and sprinkled their entire width by the Company, or to have street sweepings, garbage or other refuse removed by means of street cars at night, the Company shall perform said service, or so much thereof as shall prove practicable, when so ordered by the Mayor and Commissioner of Public Works, and it shall receive for such service reasonable compensation. In case the Company is called upon to remove street sweepings or other refuse, the said City shall furnish suitable and convenient dumping grounds and permit the construction of the Company's tracks therewith. The Company shall have the right to carry on suitable cars the snow required by this ordinance to be removed by it, and also, materials for its own use or for the use of the said City, and to connect its tracks and wires with property necessary to be used for such purposes.

STREET PAVING.

SECTION 15. The Company shall at its own expense fill, grade, pave and keep in repair that portion of the streets occupied by it, as more specifically provided for in said "Exhibit B."

GROOVED RAILS.

All new tracks hereafter laid and all tracks in streets hereafter newly paved or repaved shall be of grooved pattern more particularly described in said "Exhibit B."

MAINTENANCE, REPAIRS, RENEWALS AND DEPRECIATION.

SECTION 16. After the expiration of the three (3) year period of reconstruction and re-equipment, particularly required by the terms of said "Exhibit B," under the heading of "Immediate Rehabilitation" and until the rights conferred upon the Company by this ordinance are terminated by the purchase of the said street railway system by the said City or its licensee or by reason of the default of the Company or otherwise, the Company at all times shall maintain the said street railway system and its entire equipment, plant and appurtenances (including pavement and any subways or extensions thereof, together with their appurtenances and equipment, which may be built under the provisions of this ordinance) in first class condition, by making from time to time such expenditures thereon for maintenance, repairs and renewals, as may be necessary or appropriate to give to the public first class street railway service in all respects. To this end, the Company shall make the following expenditures:

(1) The Company shall expend for maintenance and repairs during each and every year that the Company continues to operate said street railway system after the expiration of the said three (3) year period of "Immediate Rehabilitation," at least a sum equal to six (6) per cent. of the gross receipts for the particular year, and if the said amount is not so expended for the said purpose by the Company during any one year, then at the end of such year the unexpended portion thereof shall be deposited in a fund, appropriately designated, with one or more of the banks or trust companies authorized to act as depositaries of such funds, under the terms and subject to the conditions of this ordinance (herein referred to as the depositary) for the purpose of being used whenever necessary for such maintenance and repairs.

The said depositaries or depositary shall make payment out of said fund upon the order of the Company, countersigned by the said Board of Supervising Engineers.

(2) On or before the fifth (5th) day of each and every month of each and

every year that the Company continues to operate said street railway system after the expiration of said three (3) year period of "Immediate Rehabilitation," the Company shall deposit with one or more of the said depositaries in a separate fund, appropriately designated, a sum equal to eight (8) per cent. of the gross receipts of said street railways and property, which shall constitute a reserve fund, for taking care of renewals and depreciation of said street railways and property for the preceding month; and out of the said fund the Board of Supervising Engineers shall from time to time authorize the payment by the Company of such amounts as are necessary to pay for renewals of the said street railways and property, the portion of said fund remaining unexpended to continue in said fund as a provision for the depreciation of said street railways and property; and shall be disposed of as hereinafter provided. No payments shall be made by said Company out of said fund except on the written certificate of the Board of Supervising Engineers for renewals, which are hereby defined to be the replacement of any principal part of said street railways or of their equipment or appurtenances; and the Board of Supervising Engineers shall determine by classifications made from time to time what particular items of expenditure shall be considered as renewals and what particular items of expenditure shall be considered as maintenance and repairs under the provisions of this ordinance.

The whole or any portion of such reserve fund for maintenance and repairs may be used for maintenance and repairs in addition to the annual expenditure for maintenance and repairs. The fixing of the said amount herein as the minimum amount to be expended annually for maintenance and repairs, and the fixing of the said amount herein as the minimum amount to be deposited for renewals and depreciation, shall not be held or considered as lessening or limiting in any way the obligation of the Company to expend whatever sum or sums may be necessary to be expended for maintenance and repairs and to expend whatever sum or sums may be necessary for renewals, to keep the said street railway system and equipment in first class condition in every respect and at all times.

The amounts expended or deposited respectively as reserve funds, under the foregoing provisions of this section, shall be considered a part of the Operating Expenses of the street railway system hereby authorized, but in the event that the said street railway system shall be purchased by the said City or its licensee at any time under the provisions of this ordinance, the amount then on deposit in each of said reserve funds, or due to be deposited therein at the time of such purchase, shall be turned over to and become the property of the said City or of its said licensee.

The obligation herein assumed by the Company as to the maintenance, repairs and renewals of subways and extensions thereof, shall be held to be confined to that portion of any such subways or extensions, together with the structures and the appurtenances and equipment thereof, which may be used by or be subject to the use of, the said Company under the provisions of this ordinance, and to its fair proportionate share of the cost of maintenance, repairs and renewals of that part of any such subway or extensions or the appurtenances or equipment thereof, which may be used by or be subject to the use of the Company jointly with the said City or its licensees or with the said Chicago Railways Company, such proportionate amount to be fixed and determined by the Board of Supervising Engineers.

INSURANCE.

SECTION 17. The Company shall at all times keep insured to its full insurable value, in responsible companies, all buildings, cars and other insurable property

against loss by fire, and the premiums for such insurance shall be paid out of the receipts of said Company, as one of the operating expenses thereof, and in case of the destruction or damage by fire of any such property, the Company shall restore the same or its substantial equivalent at its own cost and not out of the receipts of its said street railways, or in lieu of such restoration, the Company shall deposit, as a part of the reserve fund required by the preceding Section 16, the value of the property so destroyed or damaged, which value shall be estimated by the Board of Supervising Engineers. The Company shall apply to any such deposit or to the cost of any such restoration the insurance moneys received on account of any such loss or damage. If such moneys are not equal in amount to the cost of such restoration or to the amount of the said deposit hereinabove required, the Company will at its own cost and not out of the receipts of said street railway system supply any deficit, and if the amount of such insurance moneys is greater than the said cost or deposit, the overplus shall be deposited with and become a part of and be an addition to the fund provided for in the preceding Section 16 for renewals and depreciation.

PERSONAL INJURY CLAIMS.

SECTION 18. Out of the gross receipts derived from the operation of the street railway system hereby authorized the Company shall pay as a part of the operating expenses, all damages arising or growing out of injuries to persons or to the property of others incident to the construction, reconstruction or operation of said street railway system accruing subsequent to January 31st, A. D. 1907, and the Company may set aside as a separate fund such percentage of said gross receipts as the said Board of Supervising Engineers shall estimate to be sufficient to protect the Company against all such claims, to the end that if the said City, or its licensee, shall elect to purchase the street railway property of the Company as provided by this ordinance, there shall be then available to the Company a fund sufficient to meet and discharge all legitimate claims for such damages. The percentage thus reserved may be changed from time to time by said Board of Supervising Engineers if and whenever they shall consider that the percentage theretofore reserved is either inadequate or excessive.

In case the balance of said fund at any time remaining shall be, in the judgment of the Board of Supervising Engineers, more than sufficient to protect the Company against all then unsettled claims, the Company shall pay to the said City fifty-five (55) per cent. of the estimated excess, and the Company at the same time shall be entitled to apply to its own use and benefit forty-five (45) per cent. of such estimated excess.

If the said City or its licensee shall purchase the property of the Company as in this ordinance provided, the Company shall deposit with one or more of the depositaries herein authorized the fund then accumulated under the provisions of this Section, together with all of the "net receipts" of the Company from the operation of its street railways as shall not have been divided between the Company and the City prior to the giving of the notice by the City or its licensee of its intention to purchase, and the Company shall assume and pay and save the said City or such licensee harmless from all such claims for damages, payment for the same to be made out of the fund so deposited, upon the order of the Company countersigned by the said Board of Supervising Engineers; but if the fund so retained and deposited shall be more than sufficient to pay and discharge said claims in full, then the said depositary or depositaries shall pay to the said City (or its licensee, as the

case may be) fifty-five (55) per cent. of such excess and to the Company forty-five (45) per cent. of such excess.

The salaries and expenses of the Board of Supervising Engineers after any such purchase and so long as said Board shall continue to act under the provisions of this ordinance shall be paid out of the fund deposited under the provisions of this section.

REGULATION OF SALARIES.

SECTION 19. The Company may pay to the directors, officers, agents and attorneys of the Company as a part of the operating expenses, compensation for their services commensurate with the service actually rendered by them respectively, taking into consideration the compensation paid to directors, officers, agents and attorneys of other corporations or enterprises of similar magnitude and general character for like services, but the said City by written notice thereof may object to the payment thereafter of compensation in excess of an amount or rate specified in such objection to any such director, officer, agent or attorney, and in the event of a disagreement between the Company and the said City as to the proper amount to be paid as such compensation, the matter shall be submitted to the judgment of the said Board of Supervising Engineers whose decision shall be final and binding upon the parties, except that, if either party shall be dissatisfied with such decision of said Board, then such dissatisfied party may make application to any court of competent jurisdiction to pass upon such objection and to determine the amount of the compensation or salary to be paid.

RIGHT OF CITY TO PURCHASE AT ANY TIME.

SECTION 20. The Company by the acceptance of this ordinance, shall and does grant to the said City, and the said City hereby reserves to itself the right, upon the first day of February or upon the first day of August of each and any year after such acceptance upon giving at least six (6) months' previous notice in writing of its intention so to do, to purchase and take over (but only for municipal operation in case of purchase prior to February first, A. D. 1927), the entire street railway system of the Company within the said City, including all property then existing which now constitutes the said street railway system of the Company (except such as is enumerated in "Exhibit D" hereto attached), with all renewals and repairs thereof, and including all the property, franchises, rights and claims described in the appraisal inventory of said Street Railway System as of June 30th, 1906, made by Bion J. Arnold, Mortimer E. Cooley and A. B. du Pont, a copy of which has been filed with the Comptroller of the said City on the ..... day of ..... A. D. 1907, except such as may have been sold or extinguished as authorized by this ordinance, destroyed or impaired (ordinary wear excepted), and all property then existing which has been purchased or acquired by the Company after June 30th, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this section and in Section 7 hereof provided, and all property purchased or acquired by the Company after the passage of this ordinance, and also all extensions of and additions (including underground trolleys, if any) to said street railways made under the provisions of this ordinance, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance.

PRICE TO BE PAID BY CITY.

In case the said City shall purchase and take over the street railway system of

the Company, as in this ordinance provided, then it shall pay for the same the aggregate of the following items:

1. The value of the property described in the said appraisal inventory and the value of all the franchises, rights and claims of every description, to construct, maintain or operate street railways in the said City now belonging to the Company, or claimed by it, which said value of such property and all of said franchises, rights and claims is hereby fixed (for the purpose of such purchase) at the sum of Twenty-one Million Dollars ($21,000,000).

2. The value of any and all property and equipment and additions thereto supplied, purchased or acquired by said Company as a part of its street railway system, between the 30th day of June, A. D., 1906, and February 1st, A. D., 1907, including any equipment and additions thereto which were in process on June 30th, 1906, of being so supplied, purchased or acquired, but excluding any property described in the aforesaid inventory, and repairs to and maintenance thereof and any expenditures in connection therewith properly chargeable to operating expenses. From such value shall be deducted the value of any property included in said inventory which shall have been lost, destroyed or impaired (ordinary wear excepted) after the 30th day of June, A. D., 1906, and prior to the 1st day of February, A. D., 1907. The value to be allowed under this paragraph Number 2 of this section shall be determined by the Board of Supervising Engineers immediately after the assumption by said Board of their duties in supervising the work of reconstruction and re-equipment in this ordinance provided for, and shall be reported by said Board to the City Comptroller of said City; and the amount so reported by said Board shall be final and binding upon the parties hereto and shall be conclusively held and taken as the value of the property and equipment in this paragraph specified.

3. The cost of reconstruction and re-equipment of said street railway lines of the Company and of the construction of new lines, extensions, underground trolleys and other additions to property actually paid by said Company at and prior to said purchase by said City and certified by the Board of Supervising Engineers, or incurred for work actually done or materials furnished with the approval of said Board under completed or pending contracts, except those for which special provision is made in subdivision 4 of this section, together with the percentages thereon as in Section 7 hereof provided, and all amounts which shall then have been contributed by the Company to the City for the construction of subways or extensions thereof, together with five (5) per cent. of said last named amounts as hereinbefore provided.

4. After the giving of the notice of the election of the said City to purchase said street railway system of the Company, as herein provided, and prior to the date fixed for said purchase, the said Board of Supervising Engineers shall make a written estimate (and furnish a copy thereof to the said Company and the said City) of the probable cost of completing any work of construction or equipment provided for by this ordinance, including the construction of new lines, extensions, underground trolleys, or other additions to property and including any extensions of the street railway system of said Company made under the provisions of Section 36 hereof, which work has, and to the extent to which it has, prior to the date of giving said notice, been contracted for by said Company, with the approval of said Board of Supervising Engineers, and the said City shall either take over and assume said contracts and procure the release of the Company from all obligation thereunder, or the said City shall, at or prior to the date of the said purchase of the street railway system of said Company, deposit with a depositary or depositaries (authorized to

act as such by this ordinance) a sufficient amount of money to pay the cost of completing such contracts according to the said estimate of the said Board of Supervising Engineers, and the said Company shall proceed, with all due diligence and care, to complete said contracts at its own expense and under the supervision of said Board of Supervising Engineers, and the cost of completing the said contracts after the date of such purchase by the City, together with the said additional percentages thereof, shall be paid from time to time by the said depositary or depositaries out of the funds so deposited, upon the written certificates of the said Board of Supervising Engineers. In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose, and in the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the City by the said depositary or depositaries holding the same, and in no event shall the Company be obligated to incur a greater expense in carying out said contract than the amount so deposited.

PAYMENT OR DEPOSIT OF PURCHASE PRICE.

Upon the deposit of the sum, if any, required by the above and foregoing paragraph numbered 4 of this section and the payment in cash of the amounts hereinbefore in paragraphs numbered 1, 2 and 3 of this section provided for, to the Company, or the deposit of said amounts to the order of the Company with one or more of the depositaries authorized to act as such by this ordinance the said City shall have full right and lawful authority, after the notice and upon any of the dates hereinbefore fixed, to take over and possess, as its own property, all the property, plant and equipment of every sort and nature (including underground trolleys), then constituting the street railway system of the Company, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance, free and clear of all liens and claims of every nature, except that the said City shall take subject to the payment of a fractional part of the unpaid taxes for the current year upon the said property, rights and equipment, equal to the fractional part of the year for which such taxes have been levied or assessed remaining unexpired at the date of such purchase, and the balance of the taxes shall be treated and paid as a part of the operating expenses prior to the sale of the property.

The Company further grants to the said City, and the said City hereby reserves to itself, the right (in addition to the right of purchase hereinbefore granted and reserved) to purchase and take over from the Company at any time prior to February first, 1927, the street railway system, rights and property of the Company, free from any limitation and restriction as to the operation thereof, at the same times and in the same manner at and upon which the City has the right under the foregoing provisions of this section to purchase the same. The price to be paid therefor by the City under the right of purchase in this paragraph granted and reserved shall be the price at which the City shall then have the right to purchase said property for municipal operation as hereinbefore specified, and in addition to such price a sum equal to twenty (20) per cent. of such price.

The property to the possession of which the said City shall then be entitled shall include all of the property then existing which constitutes the street railway system of the Company and its appurtenances at the date of the passage of this ordinance (excepting property enumerated in said "Exhibit D") and all of the property purchased or acquired thereafter by the Company, and all extensions of, or addi-

tions to, said street railways, including underground trolleys constructed under the provisions of this ordinance, and all rights of the said Company in or to any subways or extensions thereof constructed under this ordinance, and the sum then on deposit as a reserve fund, under the provisions of Section 16 of this ordinance, excepting such property as may have been sold as in this ordinance authorized, or worn out or destroyed, provided that in case of property destroyed and not then replaced in kind or in value as provided in Section 17 of this ordinance, adjustment shall forthwith be made at the time of such purchase and the obligation of the Company in that behalf discharged either in cash or by deduction from the purchase price.

In the event that it shall be determined that the City is, at the time this ordinance is passed or at the time this ordinance takes effect, without lawful power or authority to acquire or own street railways under the provisions of this ordinance or otherwise, and the City shall thereafter acquire such power or authority, thereupon and after such acquirement the City shall have the right to purchase and acquire said street railways, rights and property under the provisions of this ordinance to the same extent and in the same measure as if said City had full right and lawful authority so to purchase or acquire said street railways, rights and property at the date of the passage of this ordinance and at the date when this ordinance takes effect.

CITY PURCHASE DURING RECONSTRUCTION PERIOD.

SECTION 21. In the event that the said City shall elect to exercise its right of purchase, as in this ordinance provided, at any time prior to the completion of the work of construction, reconstruction, equipment and re-equipment within the time and in the manner provided for in said "Exhibit B," under the head of "Immediate Rehabilitation" it shall take over the same subject to the right and obligation of the Company to complete the said work of "Immediate Rehabilitation" as provided in this ordinance, carrying out the terms and conditions of said "Exhibit B" under the supervision and control of the said Board of Supervising Engineers and receiving therefor the cost thereof and the additional percentages thereon as in Section 7 of this ordinance provided.

In such event in addition to complying with the provisions of Section 20 hereof the said City shall deposit at the time of such purchase with some one or more of the banks or trust companies authorized to act as depositaries under the terms of this ordinance a sufficient amount of money to pay for the completion of the said work of "Immediate Rehabilitation," not herein otherwise provided for, which said amount shall be estimated and determined by the said Board of Supervising Engiesner, and shall include said additional percentages provided for in Section 7 hereof.

The said cost of completing the said work of "Immediate Rehabilitation," together with said additional percentages thereof shall be paid from time to time by the said depositary or depositaries, out of the funds so deposited with it or them, upon the written certificates of the said Board of Supervising Engineers.

In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose.

In the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the said City by the said depositary or depositaries, and in no event shall the Company be obligated to incur a greater expense for the work of such construction, reconstruction,

equipment and re-equipment, including underground trolleys and other additions to plant and property, if any, than the amount so deposited.

RIGHT OF LICENSEE TO PURCHASE.

SECTION 22. The Company by the acceptance of this ordinance shall and does grant to the City, and the City hereby reserves to itself, the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City (herein called the "licensee") who or which shall have the right to purchase the street railway system, rights and property of the Company, at the same times and in the same manner at and upon which the City hereunder has the right to purchase the same, subject to the condition that the said licensee shall purchase the same property which the City has herein reserved the right to purchase, and that the price to be paid therefor by the said licensee shall be the price at which the City shall have the right to purchase said property for municipal operation, and in addition to such price a sum equal to twenty (20) per cent. of such price; but it is expressly provided, however, that the said licensee shall not be required to pay the said additional twenty (20) per cent. or any part thereof, if, before the purchase of said property by such licensee shall be consummated, a valid and binding contract shall be entered into between the City and its licensee, either by the passage of an ordinance and the acceptance thereof or otherwise, which shall limit the beneficial interest of the said licensee (and its stockholders, if such licensee is a corporation) in the property purchased and any improvements thereof or additions thereto to a return of the actual moneys invested therein by said licensee and not exceeding five (5) per cent. thereof, in addition thereto, and interest upon the said moneys and the said additional per cent. at a rate not exceeding five (5) per cent. per annum, and which shall provide that all net profits derived from the said property in excess of the beneficial interest of said licensee, limited as aforesaid, shall belong and be paid over to the City.

Nothing in this ordinance, however, shall have the effect or be construed to have the effect of lessening or limiting the right of the City to provide for reducing the rates of fare to be charged by such licensee in the operation of said street railway system or from using the moneys so to be paid over to the said City by said licensee for the purpose of retiring from time to time the stock or other securities issued by said licensee, subject to the limitations of this Section, or from using the said moneys in extending or adding to or improving said street railway system.

The right of the licensee of the City to acquire the said street railway system rights and property by purchase under the provisions of this ordinance shall in no way be impaired by any lack of power or authority on the part of the City itself to acquire the said street railway system, rights and property for municipal use and operation or otherwise.

Upon the purchase of the said street railway system, rights and property under the provisions of this ordinance, either by the City or by any licensee of the City, all rights, of the Company, its licensees or assigns under this ordinance in or to said street railways, rights and property or any part thereof, or the operation thereof, or receipts thereof, shall wholly cease and determine.

RIGHTS OF COMPANY IN CASE CITY DOES NOT PURCHASE FOR TWENTY YEARS.

SECTION 23. In the event that the said street railways are not purchased by the said City or its licensee as hereinabove authorized, prior to February first, A. D., 1927 (and nothing in this ordinance contained shall be construed as being in any

event a grant to the Company extending beyond February first, 1927), the said City shall have the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City as its licensee, to purchase the said street railways, property and rights of the Company at or after February first, 1927, upon the same terms that the City could then purchase, and in case such reserved right of purchase be not exercised by the said City or its licensee and the City shall grant a right to another company to operate a street railway in the streets and parts of streets constituting the said street railway system of the Company, such new company shall be required to and shall purchase and take over the said street railways, property and rights of the Company at or after February first, 1927, upon the same terms upon which the said City might then purchase and take them over.

No mortgage, trust deed or other instrument given by the Company shall impose any lien upon or create any rights in the said street railways, property and rights, without the same being made specifically subject to all the limitations, conditions and provisions of this ordinance, including the right of the said City or its licensee to acquire the said property and rights upon the terms and in the manner in this ordinance provided, and in the event of such purchase the lien of any such mortgage, trust deed or other encumbrance, and all other liens upon said street railways, property and rights, or any part thereof, shall be discharged from said street railways, property and rights and shall attach to the proceeds of the sale thereof.

INTEREST RETURN ON CAPITAL INVESTMENT.

SECTION 24. On or before the tenth day of April in each year the Company shall come to an accounting and settlement with the said City as of the thirty-first day of January last preceding, upon the following basis:

From the gross receipts of the said street railway system and property from all sources and of every kind for the year ending on said thirty-first day of January there shall be deducted for such year:

First: (1) All expenses of operation, including maintenance, repairs and renewals; (2) All amounts contributed during said year and then held in reserve under the provisions of Sections 16 and 18 hereof; (3) All amounts paid out for taxes and assessments levied and imposed upon the real and personal property of the Company, including all capital stock or franchise taxes levied or assessed after the 31st day of January, 1907, but not including any taxes which may by any court be ordered to be levied, assessed or collected after the 31st day of January, 1907, on account of the failure of the Company or any person, firm or corporation owning or having an interest in the said street railways or property, to pay any taxes which should have been paid for or on account of such street railways or property prior to the 31st day of January, 1907, and not including any sums paid by the Company to the City for city license fees, if any, exacted from the Company or its employes. (4) All salaries and expenses of the Board of Supervising Engineers by this ordinance authorized, after the period of "Immediate Rehabilitation"; and

Second: A sum equivalent to five (5) per centum per annum for said preceding year upon the amount of the cash purchase price which the said City would then be obligated to pay on account of the items specified in subdivisions 1, 2 and 3 of Section 20 hereof, if it were purchasing the property for municipal operation on such thirty-first day of January, interest being adjusted as to items added to such

purchase price during said year. In case in any year the gross receipts shall not be sufficient to pay in full the items in the "first" and "second" paragraphs of this section mentioned, then the deficit shall be paid out of the gross receipts of the subsequent year or years.

DIVISION OF REMAINING NET RECEIPTS.

After the deduction from the gross receipts of the items hereinbefore in this section provided, the amount remaining shall be considered as the net receipts for such year arising from the operation of the street railway system hereby authorized, and shall be divided between the Company and the said City in the following proportions: forty-five (45) per cent. to be retained by the Company, and fifty-five (55) per cent. to be paid forthwith by the Company to the said City, crediting thereon all amounts paid out during the preceding year by the Company for City license fees, if any, exacted from the Company or its employes.

COMMUTATION OF FARES.

It is understood and agreed that the Company's agreement and obligation to pay to the City the fifty-five (55) per cent. of the "net receipts," as hereinbefore provided is based upon its right to charge and receive the fares prescribed in Section 11 hereof and to retain as its own the forty-five (45) per cent. of the "net receipts" as is hereinabove in this section provided. The said City, however, reserves the right to, and it may at any time commute a sum not exceeding the City's share of the net receipts for the previous year into a reduction of said rates of fare; and thereafter in the event of such reduction of rates of fare the Company may deduct and retain as its share of the net receipts each year an amount equal to what would have been the Company's share of the net receipts of such year had the passengers carried during such year paid the fares prescribed in this ordinance, but the Company, after deducting and retaining its share of said net receipts so determined shall pay over to the said City the remainder, if any, of the net receipts for such year less the deductions therefrom hereinbefore provided to be made from the said City's share of the "net receipts" on account of license fees.

CITY TO ESTABLISH SINKING FUND FOR MUNICIPAL PURCHASE.

It is further provided that, subject to the action of the City Council of said City, the said City shall deposit the amount so paid to the said City to the credit of a separate fund to be kept and used for the purchase and construction of street railways by said City; but any failure to comply with this provision shall in no way affect the rights or obligations of the Company under this ordinance.

CAPITAL INVESTMENT LIMITATION.

SECTION 25. The Company shall not be required on account of any extensions of subways or on account of underground trolleys, or on account of any extensions of its street railways, other than the extensions provided for in Exhibit A, and in Section 36 of this ordinance, and four (4) miles of double or eight (8) miles of single track per annum, as in Section 3 hereof provided, to increase its total capital investment to such an extent that the return thereon over and above the interest charge of five per cent. thereon by this ordinance authorized, would be reduced to an inadequate or unreasonably small amount.

DEPOSITARIES.

SECTION 26. Any state or national bank or trust company in the City of Chicago or in the City of New York which has a capital stock and surplus amounting

to at least one million dollars ($1,000,000) may be selected and can act as a depositary under the provisions of this ordinance, provided, that no moneys shall be deposited with any such depositary under the provisions of this ordinance to an amount exceeding the total capital stock and one-half of the surplus of such depositary; and provided further that all deposits authorized or required by this ordinance (except deposits of purchase money in the event of purchase of said street railway system by the City, or its licensee) shall be made with depositaries in the City of Chicago.

DEPOSITS.

SECTION 27. The Company shall have the right to select the particular depositary or depositaries with which it shall deposit any of the funds required to be deposited by the Company under the provisions of this ordinance, and the Company shall at all times be held responsible for any loss or impairment of any such deposit, and shall promptly make good and restore at its own cost, and not out of the receipts of said street railways, any such loss or impairment. The City or its licensee, as the case may be, shall have the right to select the particular depositary or depositaries with which shall be deposited the funds required to be deposited by the City or its licensee, in the event of purchase of the said street railways by the City or its licensee under the provisions of this ordinance, and the City or its licensee, as the case may be, shall at all times be held responsible for any loss or impairment of any such deposit made by it, and shall promptly make good and restore any such loss or impairment.

Provided, that in all cases where, under the terms of this ordinance, the City is authorized or required to make any deposits of money, the City shall be free from any responsibility for loss or impairment of any such deposit, if not less than thirty days prior to the making of such deposit it shall give notice in writing to the Company of the names of the depositaries in which it shall propose to make such deposit. And the Company, if not satisfied therewith, shall give notice in writing to the City not less than twenty days after receiving such notice from the City. The notice of the Company may direct the City not to make such deposit, or any specified portion of it, with any depositary or depositaries so named by the City of which the Company may disapprove, and in such case such notice by the Company shall contain the names of qualified depositaries from which the City may choose in lieu of the names so disapproved of by the Company, and the number of the names of depositaries in such notice by the Company, from which the City is to choose, shall be at least five in excess of the number of depositaries which the Company shall disapprove of as stated in such notice. And the City, upon making deposits, in accordance with the terms of this proviso, shall be free from any responsibility for loss or impairment of any such deposits.

INTEREST ON DEPOSITS.

SECTION 28. Appropriate provision for the payment of reasonable interest on any funds deposited under the provisions of this ordinance shall be made with the depositary or depositaries of such funds by the party making such deposit. All interest which may accrue upon or be payable on account of any funds deposited under the provisions of this ordinance and any commission or allowance made directly or indirectly by any depositary on account of the funds deposited with it shall be held and considered as a part of the principal fund so deposited and shall be added to such fund as a part thereof.

The Company shall make daily deposits, with some depositary or depositaries authorized by this ordinance, of all moneys received by the Company from the opera-

tion of the said street railways and property, and shall make appropriate provision for the payment of reasonable interest on the moneys so deposited by such depositary or depositaries, which interest shall be added to and be held and considered as a part of the gross receipts of the said street railway system and property.

ANNUAL REPORTS.

SECTION 29. The Company, so long as it continues to operate any of the said street railways under this ordinance, and on or before the tenth day of April in each year shall prepare and file with the City Comptroller of said City annual reports for the preceding year ending on the 31st day of January.

Such reports shall be in writing, verified by the affidavit of the Auditor of the Company, forms prescribed by said Comptroller, the character and amount of business done by the Company for the year immediately preceding such report and the amount of receipts from and the expenses of conducting the said business, and the said City Comptroller, or accountants authorized by him, under the direction of the Mayor or City Council of said City, shall have the right at all reasonable times to examine all the books, vouchers and records of the receipts and expenditures of the Company, for the purpose of ascertaining the accuracy of the reports herein required and the rights of the said City under this ordinance. The Board of Supervising Engineers shall have the power to prescribe the form and manner in which the books and accounts of the Company shall be kept subject to the approval of the City Comptroller. There shall be also an annual audit of the accounts of the Company covering all receipts and expenditures for the year ending on the thirty-first day of January next preceding, and a formal written report by public accountants selected by the City and the Company, the expenses of such audit and report to be paid out of the gross receipts of the Company as an operating expense.

In the event of any purchase of the street railways and property of the company under the provisions of this ordinance, on the first day of August of any year, there shall be an accounting and report for the preceding six months similar in character to that hereinbefore provided.

COMPANY TO MAINTAIN OFFICE IN CITY.

SECTION 30. The Company shall not remove its principal office or any of its books (except bond registry and stock transfer books), records, accounts, contracts, or original vouchers of receipts and expenditures beyond the limits of the said City, and shall maintain an office within said City so long as the Company continues to operate any part of the street railways mentioned and provided for in this ordinance under the provisions hereof.

FORFEITURE FOR NON-COMPLIANCE.

SECTION 31. The Company, by the acceptance of this ordinance, expressly agrees with the said City and obligates itself fully to comply with all of the terms and conditions of this ordinance throughout the period of time covered hereby, and so long as the Company continues to operate any street railways in said City under or by virtue of the authority hereof.

The Company further agrees that in the event that it shall make default in the observance or performance of any of the agreements or conditions herein required to be kept and performed by it, and if any such default shall continue for a period of three (3) months (exclusive of all times during which the Company may be delayed or interfered with, without its connivance, by unavoidable accidents, labor strikes or the orders or judgments of any court entered in any suit brought without

its connivance), after written notice thereof to it from the said City, then and in each and every such case, the said City by its City Council shall be entitled to declare this grant and all of the rights and privileges of the Company to maintain and operate street railways in any of the streets or public ways of the said City to be forfeited and at an end; provided, however, that should the Company, for its corporate purposes, pledge or mortgage its street railway property or any of the rights secured to it by this ordinance, or any security representing the said property or rights, for the security of the payment of its notes, bonds or other evidences of indebtedness maturing on or before February first, 1927, the amount thereof not being in excess of the value of all the property and rights of the Company, as defined in Section 20 hereof, such right of forfeiture of this grant by reason of any violation by the Company of the provisions of this ordinance shall not be asserted or exist against such pledgee or pledgees, mortgagee or mortgagees, or any of them, and shall not impair or affect the right of such pledgee or pledgees, mortgagee or mortgagees, to recover by foreclosure or other legal process against all the property of the Company, including the rights and privileges hereby granted, the face value of said notes, bonds or other evidences of indebtedness, or any security representing the said property or rights to an amount, however, not in excess of the sum for which the City would then have the right under the terms of this ordinance to purchase the said street railway property; and it is hereby stipulated that any notice of default by the Company, upon which a forfeiture shall be claimed, shall also be given by the said City to the trustee or mortgagee of record in any trust deed or mortgage securing such indebtedness. The purchaser at any foreclosure or other sale shall acquire no other or greater rights or privileges than are hereby conferred, and such purchaser shall hold said property, so purchased at such foreclosure or other sale, subject to the right of purchase at any time thereafter, as herein provided, by the said City, and also subject to the right of purchase by any licensee of the said City, upon the same terms as the said City might purchase and acquire said property for municipal operation, but without payment in either case of the additional twenty (20) per cent. provided for in Sections 20 and 22 of this ordinance; and also subject to the continuing terms, conditions and limitations of this ordinance, including the forfeiture provisions to the same extent as if the said purchaser had been the original grantee hereunder, except that such purchaser shall have no right to execute or deliver any mortgage, trust deed or other encumbrance on said street railways, rights and property or any part thereof without the consent of said City.

The City shall have the right to bid and become the purchaser at any such foreclosure or other sale.

The said Company further expressly agrees that, by the acceptance by it of this ordinance, it is obligated to complete the said work of "Immediate Rehabilitation" provided for in said "Exhibit B" within the time and in the manner set forth in said Exhibit (due allowance being made for any and all delays or interruptions arising without its connivance by unavoidable accidents, labor strikes, or the orders or judgments of any court entered in any suit brought without its connivance), and if the Company shall fail or neglect to proceed with the said work of "Immediate Rehabilitation" with all reasonable diligence and promptness after the acceptance of this ordinance by the Company, or to complete the said work within the time prescribed in said "Exhibit B," and said Board of Supervising Engineers shall certify to the City Council of the said City that the Company has failed or neglected to so proceed with said work, or has failed or neglected to complete the work in the time specified in "Exhibit B," the Company shall be and is obligated to pay to the said City for each day that such default or neglect shall continue, the sum of ten

thousand dollars as liquidated damages; and if the Company shall, at any time after the acceptance of this ordinance by it, fail to comply with the provisions hereof with regard to the maintenance of first class street railway service over and upon its said lines of street railways, the said City shall have the right to sue for and recover in any court of competent jurisdiction the sum of not less than fifty dollars and not more than five hundred dollars for each and every such failure and each and every day that such failure shall continue shall be taken and held to be a separate offense; but the payment of such penalties shall not in any manner release the liability of the Company to incur a forfeiture of all its rights and privileges under this ordinance, as hereinabove in this section provided.

WAIVER OF RIGHTS.

SECTION 32. The Company, in consideration of the grant made by this ordinance, upon the terms and conditions herein expressed, agrees to waive, surrender and release, and by the acceptance of this ordinance, the Company does waive, surrender and release all and every one of the rights and claims of the Company of every kind and nature, in the streets of the said City, other than the rights granted by this ordinance.

CITY'S RIGHT TO INTERVENE.

SECTION 33. The Company by the acceptance of this ordinance shall and does grant to the said City, and the said City hereby reserves to itself the right to intervene in any suit or proceeding brought by any person, firm or corporation seeking to enjoin, restrain or in any manner interfere with the Company in the doing of any work called for by this ordinance, or involving the observance or performance of any of the agreements or conditions herein provided to be kept or performed by the Company, or in any suit to foreclose or enforce any lien, mortgage or trust deed against it and to move for a dissolution of such injunction or restraining order in such suit, and take any other appropriate steps to protect the rights of the said City in case it shall deem such action necessary and appropriate to protect the interests of the said City.

BOARD OF SUPERVISING ENGINEERS.

SECTION 34. Immediately upon the acceptance of this ordinance by the Company, there shall be organized a Board of Supervising Engineers in the manner following:

Within thirty (30) days after the acceptance of this ordinance as hereinafter provided, the Company shall appoint an engineer to represent it on said Board, and shall notify the Mayor of said City, in writing, of the name and address of such engineer; and within thirty (30) days after such notice the said City shall appoint an engineer as its representative on said Board (which appointment shall be made by the Mayor of the said City and shall be subject to the approval of the City Council), and shall notify the Company in writing of the name and address of its said engineer.

Bion J. Arnold is hereby selected and appointed the third member of said Board. The said City or the Company may respectively, at any time and from time to time, remove its representative on said Board, and may also respectively from time to time, appoint an engineer to represent it upon said Board, whenever and as often as it shall fail to have a representative upon said Board from any cause whatsoever. No such removal or appointment shall take effect until written notice thereof has been given to the other party by the party making such removal or appointment.

The said City and the Company may, at any time and from time to time, remove the third engineer from said Board, and may also select and appoint a third engineer to be a member of said Board, whenever and as often as a vacancy in said Board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said Board.

In the event that any vacancy in the position of third engineer upon said Board shall not be filled by the selection of a third engineer by said City and the Company within thirty (30) days after such vacancy shall arise, then the persons then acting as judges of the (main) Appellate Court for the First District of Illinois, or a majority of them, may fill such vacancy on said Board by appointing a competent engineer thereto upon the application of said City or the Company, after ten days' written notice having been given to the other party of such application.

In case either the said City or the Company shall at any time desire the removal of the third engineer and the appointment of another engineer in his place, the party desiring such removal and new appointment may, upon giving ten (10) days' written notice thereof to the other party, apply to the said judges for such removal, and the said judges or a majority of them shall within ten (10) days from and after such application set the same for informal and summary public hearing, at which the party desiring the removal shall publicly present its reasons for asking such removal.

Upon such application of either the said City or the Company, the said judges or a majority of them shall have the power, but shall not be required to remove the said third engineer. The third engineer shall not be removed by the said judges or a majority of them at any time, except upon the application of either the said City or the Company.

Upon the refusal or failure of the said Judges then constituting the (main) Appellate Court for the First District of Illinois, or a majority of them, to make the appointment herein authorized within thirty (30) days after being requested so to do, either the said City or the Company may, upon giving ten (10) days' written notice to the other party of its intention so to do, apply to any judge of the Circuit Court of Cook County, Illinois, for the appointment of a third engineer to fill any vacancy existing in said position, and the judge so applied to shall have the power to appoint such third engineer, who, when appointed, shall be a member of said Board, and shall be subject to removal in the manner hereinabove provided.

Either the Company or the City shall have the right to apply to any court of competent jurisdiction for the removal of any member of said Board of Supervising Engineers for fraud, corruption, or failure to perform in good faith his duties under this ordinance.

A majority of said Board of Supervising Engineers shall at all times be authorized to exercise the powers conferred by this ordinance on said Board.

All words in this ordinance contained purporting to give authority to said Board of Superivising Engineers shall be construed as giving such authority to a majority of said Board.

SALARIES AND EXPENSES OF BOARD.

The said Board of Supervising Engineers shall maintain an office in the said City and shall employ the necessary assistance and purchase the necessary supplies and materials to enable it properly to perform its duties under this ordinance.

The said third engineer shall be ex-officio Chairman of the Board, and shall be

paid for his services as a member of said Board compensation at the rate of fifteen thousand dollars ($15,000.00) per annum.

During the period of "Immediate Rehabilitation," said Bion J. Arnold, so long as he continues to act as a member of said Board, shall, in addition to his duties as a member of said Board of Supervising Engineers, act as Chief Engineer of the work contemplated in this ordinance, and shall receive as additional compensation for such service, the sum of fifteen thousand dollars ($15,000.00) per annum. In such capacity he shall have charge of the preparation of the plans and specifications, and the general direction of the entire work, and of its inspection during construction. Said plans and specifications and system of inspection shall be subject to the approval of the Board of Supervising Engineers.

Each of the other two members of said Board shall, in addition to attending the monthly meetings of the Board, attend such other meetings as may be called by the Chairman, and be paid for his services as a member of said Board, compensation at the rate of one hundred dollars ($100.00) per day, and his traveling and living expenses while away from his home, and actually engaged upon this work, it being understood that his total compensation for services shall not be less than thirty-six hundred dollars ($3,600.00) nor more than ten thousand dollars ($10,000.00) per year. The Chairman of said Board shall call (in addition to such meetings as he may deem desirable or necessary) a meeting of said Board at any time upon request of the President of either of said companies, or the Mayor of said City.

The salaries and expenses of said Board of Supervising Engineers during the period of "Immediate Rehabilitation" provided for in this ordinance shall be added to and form a part of the cost of such "Immediate Rehabilitation," but thereafter shall be paid out of gross receipts, as an operating expense.

In case the said ordinance to the said Chicago Railways Company is passed and accepted by said Chicago Railways Company, the third engineer and the engineer representing the City on the Board of Supervising Engineers created by said ordinance shall be the same persons who act as the third engineer and the engineer representing the City, respectively, in the Board of Supervising Engineers created by this ordinance; and the said Chicago Railways Company and the Chicago City Railway Company shall agree upon one engineer as their joint representative upon said Board; but in case they do not so agree, each of said Companies may select its own representative, who shall in such case act as a member of said Board only in the consideration and determination of matters relating to the street railways and property of the particular Company he represents.

In the determination of any matter relating to subways and through routes and all other matters in which said companies are jointly interested the representative of each of said companies on said Board of Supervising Engineers shall be entitled to one-half of a vote.

In case said ordinance to said Chicago Railways Company is passed and accepted by said Company, the salaries and compensation of said engineers provided for in this ordinance shall include all compensation or salaries payable to said engineers under said other ordinance without duplication, and shall be equitable apportioned by the said third engineer between the said two Companies, taking into consideration the work done by said Board under the said ordinances, respectively, and the determination of said third engineer as to such apportionment shall be final and binding upon the parties whose interests are therein concerned.

CITY TO RESERVE POLICE POWER.

SECTION 35. Nothing in this ordinance contained shall be construed as depriving the said City of the right of exercising any police power which it would have possessed or enjoyed had this ordinance not been granted.

The enumeration herein of special requirements and specific regulations shall not be taken or held to imply the relinquishment by the said City of its power to make other requirements or regulations, and the said City hereby expressly reserves the right to make all regulations which may be necessary to secure in the most ample manner the safety, welfare and accommodation of the public, including among other things the right to pass and enforce ordinances to protect the public from danger or inconvenience in the management and operation of street railways throughout the said City and the right to make and enforce all such regulations as shall be reasonably necessary to secure adequate and sufficient street railway accommodations for the people, and insure their comfort and convenience.

The said Council may vest any or all matters of administration under this ordinance, including such thereof as are herein vested in the Mayor, Comptroller or other City officials named in this ordinance or in said "Exhibit B" attached hereto (but excepting those herein vested in said Board of Supervising Engineers), in a Department or Bureau of Local Transportation, or in its City Engineer, or in any official or employes of said City.

COMPREHENSIVE RECONSTRUCTION AND UNIFIED OPERATION ASSURED.

SECTION 36. For the purpose of carrying into effect the purpose and desire of the said City to provide for the unified operation and the comprehensive reconstruction of all the street railways within said City, an ordinance similar to this ordinance in general provisions and character, covering the system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company, granting to the Chicago Railways Company the right to operate said system, has been presented for passage by the City Council of said City, concurrently with this ordinance, and it is hereby expressly provided that in the event that the Company accepts this ordinance and files the bond as required in this ordinance within the time herein prescribed, and the said Chicago Railways Company fails to accept the said ordinance to the said Chicago Railways Company after its passage and within the time and according to the terms provided therein, or in any ordinance amendatory thereof or supplementary thereto, the Company hereby obligates itself to extend and operate its street railway system over and upon the streets and parts of streets in the said City covered by the said ordinance to the said Chicago Railways Company, so far as and to the extent that the rights of the companies now operating the street railways upon such streets and parts of streets cease and expire by limitation or otherwise, the said street railway system of the Company to be extended over each such street or part of street as rapidly as and to whatever extent the said City is able to and does confer upon the Company lawful authority to construct and operate street railways upon such streets and parts of streets, respectively, and deliver to the Company peaceable possession thereof for such purposes. And the Company hereby agrees to construct and operate in each such street and part of street so turned over to it as aforesaid, the street railways and equipment required by the ordinance to said Chicago Railways Company to be constructed by it therein, including the reconstruction of the tunnels under the Chicago River at Washington and La Salle streets, respectively, and the making of the contribution for the construction of subways and extensions thereof provided for in said last mentioned ordinance.

And the said Company agrees that it will furnish the necessary moneys to pay or to enable said City to pay for the physical property constituting the street railways and equipment in any such street or part of street which the City or its licensee may be authorized or required to purchase under and in accordance with the terms of the ordinances of said City which have been heretofore passed and are now in force with respect to any such street or part of street, respectively, property so purchased to be turned over to the Company as a part of the extension of the Company's system provided for in this Section, and the moneys so paid or advanced shall be held and considered as a part of the expense of making such extension. For the purpose of making any such extension the Company agrees that it will, when authorized and required by the City, purchase and pay for the physical property constituting the then existing street railway and equipment located upon any street or part of street turned over to the Company under the foregoing provisions of this Section, provided the price to be paid for such property shall not exceed the value of the same for street railway purposes as estimated by the Board of Supervising Engineers, and that, when acquired, said property shall be used by the Company as a part of the extension of its system upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

All such extensions of the Company's system and the operation thereof shall be subject to the provisions of this ordinance, in the same manner and to the same extent as if herein expressly provided for as a part of the street railway system of the Company covered by this ordinance.

The construction and equipment of all such extensions shall be made under the supervision of and the cost thereof determined by the said Board of Supervising Engineers, and such extensions shall be in all respects subject to the provisions of this ordinance as to purchase by the said City or its licensee, the determination of the character and cost of construction, reconstruction, equipment and re-equipment, the annual return to the Company upon its investment, the division of profits with the said City and the operation of such extensions by the Company, so far as such provisions can be made applicable thereto.

The City agrees that, in case it shall require the Company to extend its street railway system over or upon any street or part of street covered by the said ordinance to the said Chicago Railways Company, under the provisions of this section, the Company shall have the right to extend its street railway system over and upon all of the streets and parts of streets covered by the ordinance to the said Chicago Railways Company, upon the terms specified in this section, when and as soon as the now existing rights of other companies in said streets or parts of streets, respectively, shall expire or be terminated.

The obligations of the Company under this section to construct, reconstruct, equip, re-equip and operate street railways, tunnels and subways, and to furnish funds to the City for the purposes specified in this section, may be discharged either by the Company itself, or at its election, from time to time, either in whole or in part, through the agency of the Chicago City Railroad Company (hereinafter called the Railroad Company), a corporation organized under the laws of the State of Illinois, provided that the Company shall first enter into such contracts and arrangements with the Railroad Company as shall secure and make certain the operation of the lines of street railways constructed by the Railroad Company as an integral part of the street railway system of the Company, and also shall secure to the City

and its licensee and to the public the same rights in and upon all of the said lines of the street railways, tunnels and subways of the Company, falling within the provisions of this section, which would have existed if the entire obligations of the Company under this section had been discharged by it directly without the intervention of the Railroad Company, including the right of the City or its licensee to purchase all such lines of street railways (including all interest in tunnels and subways), in the same manner and upon the same terms and conditions as though all and every part thereof had been constructed, or the money therefor had been advanced, by the Company, without any interest therein having at any time been in the Railroad Company.

The Railroad Company, in consideration of the passage of this ordinance, hereby assumes and agrees to discharge all of the obligations assumed or imposed, or attempted to be assumed or imposed, upon the Company as to street railways, tunnels and subways within the North and West Divisions of the City of Chicago, in all respects the same as though it had been named in place of the Company in the foregoing clauses of this section; and agrees that all the work done by it and the moneys advanced by it shall be subject to all the provisions of this section, and of all the other sections of this ordinance, to the same extent and in the same manner as though said obligations had been discharged by the Company, and all moneys advanced by the Railroad Company had been advanced by the Company.

The Railroad Company further agrees that the City and its licensee and the public shall have the same rights in and upon any and all of the lines of street railways, tunnels and subways constructed in whole or in part by it, or with moneys advanced by it, which they would have had if the same had been constructed and the contributions to the cost thereof had been made wholly by the Company under the terms and provisions of this section, without the intervention of the Railroad Company, including the right of the City or its licensee to purchase such street railways and other property or interests therein, in the same manner, for the same price and upon the same terms and conditions as though all and every part thereof had been constructed or the money therefor had been advanced by the Company, without any interest therein having at any time been in the Railroad Company; and the Railroad Company hereby consents and agrees that the entire purchase price therefor may be included in one sum paid to or deposited to the credit of the Company under the terms and provisions of this ordinance, the Railroad Company agreeing to rely wholly upon its agreement with the Company for its interest in, or share of, such purchase price. The Railroad Company and the Company further undertake and agree that all street railways, tunnels and subways, and other railway properties acquired, constructed or operated under the provisions of this section, including those constructed by, or the cost of which shall be defrayed in whole or in part by the Railroad Company, shall form, and be operated as, an integral part of the street railway system of the Company, under a lease or leases, or operating agreement or operating agreements, between the Railroad Company and the Company.

The Railroad Company by its acceptance of this ordinance expressly agrees with the said City that all the terms, provisions and conditions of this ordinance shall apply to and control the construction and operation of any street railway properties in which it shall have any interest, or to the cost of which it shall contribute, in like manner and to the same extent as though such street railway properties were wholly constructed and operated, and the contributions to the cost thereof were made by the Company. And the Railroad Company and the Company further cove-

nant and agree with the City, that as between the City and the Railroad Company and the Company, all books of account, settlements, charges to capital account, payments of interest on capital account, expenditures and deposits on account of maintenance, repairs and renewals, and the division of net receipts, shall be made with regard to the entire properties constructed under or operated by both of said companies under this ordinance, as though the ownership, operation and control of the same were wholly and solely in the Company, to the end that the rights of the City under this ordinance shall in no wise be different in any respect from what they would have been if the entire street railway properties (including subways and tunnels) affected by this ordinance had been constructed, operated, and the contributions to the cost thereof made wholly and solely by the Company.

The Company further agrees that a forfeiture of all of its rights and privileges under this ordinance may be declared and enforced for any default of the Railroad Company in the observance or performance of any agreement or condition herein contained to be kept and performed by it, in like manner and with like effect as though such default was the default of the Company; and the Railroad Company covenants and agrees that any forfeiture of the rights and privileges of the Company shall operate and be effective as a forfeiture of all of the rights and privileges of the Railroad Company under this ordinance, to the same extent and with the same effect as the rights and privileges of the Company shall have been forfeited by reason of such default.

The Company further agrees that if any of the agreements or undertakings on the part of the Company in this ordinance contained shall be *ultra vires* such fact shall in nowise affect or impair the right of the City to declare a forfeiture of all the rights and privileges by this ordinance granted to the Company, on account of the non-performnce of any such *ultra vires* agreement or undertaking, in the same manner and with like effect as though all of such agreements and undertakings were within the Company's chartered powers, the grants herein made to the Company being expressly conditioned on the performance of each and every of the agreements and undertakings of the Company herein contained, the forfeiture of the Company's rights, however, to be made in the manner and with the effect provided in Section 31 of this ordinance.

ORDINANCE BINDING UPON SUCCESSORS AND ASSIGNS.

SECTION 37. This ordinance shall inure to the benefit of and be binding upon the lessees, successors and assigns of the Company, and they and each of them shall be bound by all and every its provisions by the Company to be kept and performed, precisely as if in every case they had respectively been named herein with the Company.

LEASE OR ASSIGNMENT.

SECTION 38. No lease, or operating agreement, and no assignment (except by way of mortgage or trust deed, under the foregoing provisions and limitations of this ordinance), shall be made by the Company without the consent of the City Council of said City.

WARRANTY OF TITLE.

SECTION 39. Whenever the City, or its licensee, shall desire to purchase and take over the street railway system of the Company within the said City, as in this ordinance provided, and shall comply with the provisions of this ordinance with respect to making such purchase and payment therefor, the Company shall, by

good and sufficient written instruments to that end, transfer to the City, or its licensee, as the case may be, all its said street railway system and property, free from all claims and liens whatsoever, and the Company shall warrant the title to all of the property so transferred to the City or its licensee, to be free from all claims and liens whatsoever, and also that there are no outstanding rights in the streets or parts of streets occupied by its street railways, in any person or corporation, derived through or under said Company, except the rights of the Chicago General Railway Company on 22nd, Main and Laurel streets under the leases referred to in Section 1 of this ordinance, and if at the date of said purchase there shall exist any defect in or incumbrance upon the Company's title to any of the real estate now owned by the Company, an amount of the purchase price equal to the appraised value of the real estate, the title to which shall be incumbered or defective, as shown by the appraisal inventory made by Bion J. Arnold, Mortimer E. Cooley and A. B. du Pont, hereinbefore mentioned, shall remain in one or more of the depositaries with which the City or its licensee shall deposit the purchase money for said street railway properties until such defects and incumbrances shall be cured or removed, as security to the purchaser against loss by reason of such defects or incumbrances.

BOND.

SECTION 40. The Company shall forever indemnify and save harmless the said City against and from all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be recoverable from or obtained against the said City, for or by reason of the granting of the privileges hereby conferred upon the Company, or for or by reason of or growing out of or resulting from the exercise by the Company of the privileges hereby granted, or any of them, or from any act or acts of the Company, its servants or agents, under or by virtue of the provisions of this ordinance.

And the Company shall, within the time limited for the acceptance of this ordinance, file with the City Clerk of said City its bond to the said City, in the penal sum of One Hundred Thousand Dollars, conditioned that it will forever indemnify and save harmless the said City as aforesaid; provided, however, that the giving of said bond or the recovery of a judgment or judgments thereon by the said City shall not be construed as measuring, lessening or limiting the liability of the Company to the said City under any provisions of this ordinance.

RIGHTS AND OBLIGATIONS DATE FROM FEBRUARY 1, 1907.

SECTION 41. If the Company shall accept this ordinance within the time limited therein for the acceptance thereof, then the rights and obligations of the City and the Company under this ordinance shall be the same as if this ordinance had been passed on February first, 1907, and had been accepted by the Company on February first, 1907, and accounting shall be had as between the City and the Company as of that date.

ACCEPTANCE.

SECTION 42. This ordinance shall take effect and be in force from and after its acceptance by the Company, and by the Railroad Company under their respective corporate seals; provided that if the Company shall not file with the City Clerk the penal bond above herein mentioned, or if either the Company or the Railroad Company shall not file its formal acceptance of this ordinance and of all its terms and conditions, within sixty days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect; the ac-

ceptance of this ordinance by both of said companies being hereby made a condition of this ordinance taking effect.

EXHIBIT A.—CHICAGO CITY RAILWAY COMPANY.

Schedule of Streets Upon Which Shall Be Maintained and Operated Tracks not Exceeding Two Except Where Otherwise Noted.

Adams street, from Dearborn street to Clark street.

Adams street, from State street to Dearborn street.

Archer avenue, from State street to the city limits.

Ashland avenue, from Archer avenue to 70th street.

Cable court, from Jefferson avenue to Lake avenue.

Canal street, from Archer avenue to 29th street.

Centre avenue, from 31st street to 35th street.

Centre avenue, from 47th street to 75th street.

Clark street, from the center of Chicago River to 22d street.

Cottage Grove avenue, from 22d street to the Lake Shore and Michigan Southern Railway right of way south of South Chicago avenue. A third track on Cottage Grove avenue, from 39th street to a point approximately five hundred (500) feet south of 39th street.

Dearborn street, from 21st street to Archer avenue.

Dearborn street, from Monroe street to Adams street.

Emerald avenue, from the south line of 39th street to the property of the Chicago City Railway Company at the northwest corner of 39th street and Emerald avenue; thence westerly across Halsted street, Tucker street and Gage street to the South Fork of the South Branch of the Chicago River. Said tracks may be elevated.

Gage street, from 38th place to canal in location of 39th street produced.

Garland court, from Randolph street to Washington street.

Halsted street, from O'Neil street to 79th street.

Harrison street, from Wabash avenue to State street.

Indiana avenue, from 12th street to 51st street. Four tracks at intersection of 22d street, Indiana avenue and Cottage Grove avenue.

Indiana avenue, from 51st street to 63d street.

Jackson Park avenue (formerly Stony Island avenue), from 62d street to 64th street.

Jefferson avenue, from 55th street to Cable court.

Jefferson avenue (formerly Grace avenue), from 62d street to 64th street.

Kedzie avenue, from 38th street to 63d street.

Keefe avenue, from Rhodes avenue to 69th street.

Lake avenue, from Cable court to 55th street.

Lake avenue, from 51st street to 55th street.

Lake street, from Wabash avenue to State street.

Madison street, from Michigan avenue to State street.

Michigan avenue, from Randolph street to Madison street. These tracks on Michigan avenue to be removed when the tracks on Garland court, from Randolph street to Washington street are constructed and operated.

Monroe street, from Clark street to Dearborn street.

Monroe street, from State street to Dearborn street.

Morgan street, from 31st street to the Union Stock Yards.

Oakley avenue, from 47th street to 49th street.

Perry avenue, from 77th street to 78th street.

Pitney court, from Chicago and Alton Railway tracks to 31st street.

Randolph street, from Michigan avenue to State street.

Rhodes avenue, from 68th street to Keefe avenue.

Root street, from State street to and across Halsted street into private property in Union Stock Yards.

State street, from the center of Chicago River to Vincennes Road. A third track on State street, from Monroe street to Adams street and from 38th street to 40th street.

South Chicago avenue, from Cottage Grove avenue to the tracks of the Illinois Central Railroad Company.

Throop street, from Archer avenue to private right of way about two hundred (200) feet northwest of 31st street, over private right of way and across Farrell street and 31st street to Morgan street.

Van Buren street, from Wabash avenue to Clark street.

Vincennes Road, from State street to 79th street. A third track on Vincennes Road, from 77th street to 78th street laid on private property belonging to the Chicago City Railway Company.

Wabash avenue, from Lake street to 22d street.

Wabash avenue, from 39th street to 40th street.

Wallace street, from 29th street to Root street.

Washington avenue, from private right of way adjoining Illinois Central Railroad to 60th street.

Washington street, from Michigan avenue to State street.

Wentworth avenue, from 18th street to Vincennes road.

Wentworth avenue, from 77th street to 79th street.

Western avenue, from Archer avenue to 71st street.

Twelfth street, from Indiana avenue to Wabash avenue.

Eighteenth street, from Indiana avenue to State street.

Twenty-first street, from State street to Clark street.

Twenty-second street, from Cottage Grove avenue to the Chicago River.

Twenty-sixth street, from Cottage Grove avenue to Halsted street.

Twenty-ninth street, from Canal street to Wallace street.

Thirty-first street, from right of way of the Illinois Central Railroad Company to Pitney court.

Thirty-fifth street, from the Illinois Central Railroad to California avenue.

Thirty-eighth place, from Halsted street to Morgan street.

Thirty-eighth street, from Archer avenue to Central Park avenue.

Thirty-ninth street, from the Illinois Central Railroad to Halsted street.

Fortieth street, from Wabash avenue to State street.

Forty-second street, from Ashland avenue to Paulina street.

Forty-third street, from right of way of the Illinois Central Railroad Company to State street.

Forty-seventh street, from the right of way of the Illinois Central Railroad Company to Kedzie avenue.

Forty-seventh street, from Kedzie avenue to Archer avenue.

Fifty-first street, from Grand boulevard to Wood street.

Fifty-first street, from Wood street to Western avenue.

Fifty-fifth street, from Everett avenue to Cottage Grove avenue.

Fifty-ninth street, from State street to Leavitt street.

Sixty-first street, from Wentworth avenue to Madison avenue; thence over

private right of way to Washington avenue (formerly South Park court).

Sixty-second street, from Jackson Park avenue to Jefferson avenue.

Sixty-third street, from Jackson Park avenue (formerly Stony Island avenue) west to the City Limits.

Sixty-fourth street, from Jackson Park avenue to Jefferson avenue.

Sixty-eighth street, from Cottage Grove avenue to Rhodes avenue.

Sixty-ninth street, from Keefe avenue to Western avenue.

Seventieth street, from Emerald avenue to Halsted street.

Seventieth street, from Marshfield avenue to Ashland avenue.

Seventy-seventh street, from Vincennes Road to State street.

Seventy-eighth street, from Vincennes Road to State street.

Seventy-ninth street, from Vincennes Road to Halsted street.

The Company is permitted to construct, maintain and operate all curves, crossings, cross-overs, turnouts, branch-offs, switches and connections within the streets, alleys and public places above specifically described, connecting and necessary and convenient to connect tracks authorized by this ordinance, or to connect said tracks, or any of them, or its tracks or private property, with the tracks of other corporations or with power houses, substations, car houses, shops, yards and other property now used or hereafter required to be used in the operation of its street railways under the powers given by this ordinance; and to erect and maintain all poles and wires necessary to be used in connecting its said property, power houses and street railways.

EXHIBIT B.—CHICAGO CITY RAILWAY COMPANY.

Immediately upon the acceptance of this ordinance by the Company it shall proceed with all due diligence to repair and reconstruct its street railway system and equipment and to secure the necessary supply of electric power to comply with the provisions of this ordinance and under the following specifications:

Immediate Rehabilitation.

That the character of service required by the accompanying ordinance may be established at the earliest moment practicable, the Company shall, upon the acceptance of said ordinance, proceed immediately, (1) to remove from the streets all of its present cable tracks, slots, and conduits, and substitute therefor electric tracks of the character and type as hereinafter described; (2) to rebuild at least 60 miles (single track) of the present electric track of the Company with track of the character and type hereinafter described; (3) to construct and equip the necessary system of distribution and substations, as may be determined upon by said Company with the approval of the Board of Supervising Engineers, to transmit and transform whatever electric power may be required to enable the Company at all times to operate its street railways efficiently and continuously; (4) to rebuild and re-equip its car houses so as to enable it to properly clean and maintain its cars; and (5) to increase as rapidly as possible the number of double truck cars, of the character and type as hereinafter described, until there shall be in operation on its street railway system at least eight hundred (800) such cars. The Company shall diligently prosecute the work above specified and required, and complete the same as rapidly as practicable, in accordance with the provisions of said ordinance, and in compliance with the general specifications herein contained, but in any event the said work shall be completed within three (3) years from the date of the actual acceptance of said ordinance.

GENERAL SPECIFICATIONS.

In addition to the work hereinabove specifically required the Company shall, as promptly as possible, do the necessary work and purchase the necessary materials and equipment to put its entire street railway system and equipment in the best practicable condition to enable it to furnish to the citizens of Chicago the quality and kind of service contemplated and required by this ordinance, and shall at all times maintain the same at the highest practicable efficiency.

Permits.

The Company, before it makes any excavation in or in any way interferes with the surface of, any street or public way for the purpose of doing any work shall obtain from the Commissioner of Public Works of the City a permit so to do, which permit shall contain a condition requiring the Company to restore said street or way and maintain it for one year thereafter; and in every case the Company, after it has restored such street or way, shall maintain it for one year after such restoration.

Permits for Buildings.

All permits issued for the removal of buildings on or across any track of the Company shall provide that the Company be notified at least two days in advance of such removal; that such removal shall only take place, unless with the consent of the Company, between the hours of twelve o'clock midnight and five o'clock A. M.; and that the party to whom the permit is issued shall pay to the Company the actual cost of removing and replacing its overhead equipment, and for the interruption of its traffic from five A. M. to twelve o'clock midnight, if such interruption shall occur.

Tracks.

The tracks to be maintained by the Company shall not be elevated above the surface of the street or public way in which they are placed. They shall be laid and maintained by the Company so as to conform to the grade of such street or public way as the same is, or from time to time hereafter shall be, established by the City Council.

All new tracks shall be laid with the best materials and in the most approved modern manner.

Spacing Tracks.

In laying or relaying rails in any of the streets included in the accompanying ordinance upon which more than one track is located the distance between centers of tracks may remain as at present, but in order to accommodate large, modern cars, and provide for their safe passage, this distance may be at least nine (9) feet eight and one-half (8½) inches between center lines of tracks. The tracks at curves wherever practicable shall be laid to such center as to enable cars to pass with suitable and safe clearance. The exact location of tracks in the streets shall be subject to the approval of the Commissioner of Public Works.

Rails.

All new track construction hereafter laid in streets or public ways shall be laid with modern improved rails of the grooved type, weighing not less than one hundred and twenty-nine (129) pounds per yard, which shall in all respects conform to the specifications for grooved rails as contained in Section 1944 of the Revised

Municipal Code of Chicago, as amended by ordinance of the City Council passed October 8th, 1906.

Joints.

All rail joints shall be either cast-welded, electrically welded, or of a type which will give an equally smooth and even joint, except that the joint used must be one which will provide a carrying capacity for the electric current equivalent to the carrying capacity of the rail.

Track Substructure.

The rails shall be laid upon concrete beams, wooden ties, steel ties or cast-iron chairs or in some other form of first-class modern approved street railway track construction.

The foundation shall be either of concrete, crushed stone or other ballast material, which in the judgment of the Board of Supervising Engineers shall best suit the conditions of soil and drainage. Said foundation to be brought to the proper height to serve as a suitable foundation for the pavement.

Bonding.

In case the rails are joined by any other form of joint than a cast-welded or electrically-welded joint, there shall be some form of bond used which will connect the ends of the rails in such manner that the conductivity of the joints shall be equivalent to the carrying capacity of the rail. The rails of each single track and the inside rails of the double track of all tracks shall be connected by cross-bonds of No. 2/0 (B. & S. Gauge) copper wire spaced not more than one thousand (1000) feet apart, and properly secured to the rails in such manner that the full conducting effect of the wire may be utilized. The rails shall be so bonded or joined and such return circuits and other necessary devices installed as to prevent damage from electrolysis as effectually as possible.

Special Work.

At all points of intersection of the tracks of the Company with its own tracks or with the tracks of other companies, there shall be provided suitable steel special work of ample strength and weight to correspond with the structure to which it connects. The frogs, switches and mates shall be provided with wearing plates of hardened steel. All special work and curves shall be laid in the same general manner required for straight-line track.

Poles and Wires.

All new overhead construction shall consist of one (1) trolley wire suspended over each track by span wires attached to poles set at the curb-line or suspended from brackets attached to poles.

The design of poles hereafter erected shall be subject to approval of the Board of Engineers, and shall be of iron or steel, weighing approximately nine hundred (900) pounds each, set in concrete and kept thoroughly painted. They shall be spaced on an average of from one hundred (100) to one hundred fifteen (115) feet apart for straight track, except at street intersections, and so as not to obstruct cross streets, alleys, or private driveways. The location of poles shall be subject to the approval of the Commissioner of Public Works.

All material used in the overhead construction shall be of the most modern type and shall be capable of sustaining all the weights and strains that come upon it under normal conditions of operation and from wind, sleet and ordinary accidents.

The trolley wire shall be not less than No. 2/0 (B. & S. Gauge) hard-drawn copper, unless the Board of Supervising Engineers shall approve other sizes for specific cases. Phosphor bronze, silicon bronze or other material equal in strength may also be used. Trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, except when such wires are suspended under viaducts, bridges and other structures. There shall be at least two (2) insulations between the trolley wire and the supporting pole. Span wires shall be galvanized iron or steel or silicon bronze.

Feeders and Transmission Wires.

All feeder and transmission wires within that portion of the City lying east of the west line of Halsted street, north of the south line of Thirty-ninth street, and south of the Chicago River, and also south of Thirty-ninth street east of the right of way of the Lake Shore & Michigan Southern Railroad, shall be laid underground. To this end, authority is hereby conferred upon the Company to enter upon, excavate for, and construct a system of conduits in the streets, alleys, and other public ways of the City of sufficient capacity to carry its said wires. All feeder wires in any other territory shall be similarly placed underground whenever the City shall require all other overhead public service wires (except trolley wires) in such territory to be placed underground. All transmission wires used by the Company within the city limits, carrying a pressure of 1,000 volts or more shall be placed underground.

Feeder and transmission wires, not required to be placed underground, shall be suspended by insulators upon said poles supporting said trolley wires or upon poles placed at the side of streets, alleys or other public ways in locations to be approved by the Commissioner of Public Works. These wires and poles shall be so situated that the Company may conveniently make all the connections authorized by said ordinance and the exhibits thereto. The said trolley wires, feeder wires and all other wires authorized by said ordinance to be installed by the Company, where located in streets, alleys, or other public or private ways, in, along or across which are located railroads elevated above the surface of the streets, may be strung upon or from the structures of such railroads, with the consent of the Company owning or operating the same. Said wires shall be attached to said stuctures and maintained under the supervision of the City Electrician.

Conduits.

Underground conduits to carry any of the wires authorized by said ordinance, to be installed by the Company, shall not exceed four (4) feet in width and three (3) feet in depth, and shall be of tile, cement, iron or other material impervious to moisture and not subject to decay. All transmission and feeder wires and cables laid under ground shall be covered with lead or other impervious material. Before any cable containing such wires shall be put in use it shall be tested by an alternating current of twice the working voltage of the cable. All forms of cable used by the Company containing more than one conductor shall be tested in like manner.

City Conduits.

If at any time the City shall desire to place conduits and manholes in streets or public ways wherein the Company is then about to place conduits and manholes, a single trench may be used for both conduits, but the manholes of the Company shall be kept separate and distinct from those of the City. The expense in such case

shall be divided between the Company and the City according to the space used by each therein.

Conductors.

All wires and conductors for the transmission of electricity in and along any street, alley or public way (whether under or above ground) shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the other uses of said public places; and all electric work of every kind and character shall comply strictly with the ordinances of the City applicable thereto.

Maintenance of Streets.

The Company, as respects filling, grading, paving, keeping in repair, sweeping, sprinkling, keeping clean, or otherwise improving the streets or parts of streets occupied by its railway, shall fill, grade, pave, keep in repair, sweep, sprinkle, and keep clean and free from snow eight (8) feet in width of all streets and public ways, or portions thereof, occupied by it with a single track railway, and sixteen (16) feet in width of all streets and public ways, or portions thereof, occupied by it with a double track railway.

In removing snow the Company shall not deposit it upon the portions of the street or public way outside of the tracks, except temporarily; and in every case of such temporary deposit it shall be removed within a reasonable time, to be fixed by the Commissioner of Public Works.

Pavement.

The Company, upon the order of the Commissioner of Public Works, and approval of the Board of Supervising Engineers, shall pave, repave, or repair the portions of the streets and public ways which by this grant it is required to keep paved and in repair, whenever and as often as the same shall reasonably require paving, repaving or repairing, and shall at all times keep the surface of all of its paving at least up to the top of the rail.

The pavement which the Company shall be required to lay down and keep in repair in the portion of any street or way which it is required herein to pave and keep in repair shall be of the following kinds, to-wit:

First. In all streets or ways in which the Company has in place, at the date of the passage of this ordinance, a good serviceable pavement, it shall repair and maintain the same while serviceable under the direction of the Commissioner of Public Works, as aforesaid.

Second. Whenever any existing pavement of the Company, in any paved street or way, can no longer be made serviceable by repair; and whenever the portions of any street or public way outside of the strip herein required to be paved by the Company are newly paved or repaved, with asphalt, granite, brick, creosoted block, or other similar material, as aforesaid, and the pavement of the Company therein does not comply with the following specifications; and whenever the Company relays its rails in any such paved street or public way in which its pavement does not comply with the following specifications, then, and in any of such events, the Company shall pave or repave the portion of any such street or public way, which it is herein required to keep paved, with granite paving blocks having a uniform grain and texture, without lamination or stratification, and free from an excess of mica or feldspar. Said block shall measure from three and one-half (3½) to five and one-half (5½) inches in width, from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints), and not less than five (5) inches

in depth. They shall be so dressed as to have substantially rectangular plane surfaces, so that when in place the joints at the ends and sides shall average one-fourth (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to a polish under traffic shall not be used. All blocks shall be laid in uniform courses across the roadway; and the space between the blocks, when in place, shall in no case be less than one-eighth (⅛) of an inch nor more than three-eighths (⅜) of an inch in width. Each course shall consist of blocks of the same width. They shall be so laid that all longitudinal joints shall be broken by a lap of approximately three inches. The spaces shall be immediately filled to within two (2) inches of the top of the blocks with dry gravel free from loam or dirt, and the blocks rammed to a true surface and firm bed with a seventy-five (75) pound rammer of approved shape. No cracked or chipped blocks shall remain in the pavement. After ramming, the spaces between the blocks shall be completely filled with a paving pitch made by the distillation of "straight run" coal tar and of such quality and consistency as shall be approved by the Commissioner of Public Works. The pitch shall be used at a temperature of not less than two hundred and eighty (280) degrees Fahrenheit and be spread in such quantity as to apply two (2) gallons to each square yard of pavement. The spreading shall be done in sections if the Commissioner of Public Works so directs. Provided, that, in any ordinance providing for the paving of such streets the Company may be required to pave in like manner and with like material as therein specified for other contiguous portions of said streets, except that when asphalt is used a layer of granite blocks shall be put in next to and on both sides of each rail.

Third. Whenever any existing pavement of the Company, in any unpaved street, or public way, can no longer be made serviceable by repairs; and whenever the Company lays down any track or tracks in any unpaved street or public way, then, and in either of such events, the Company shall pave or repave the portions of any such street or public way, which it is required to keep paved or repaved, as aforesaid, with good serviceable granite blocks.

Fourth. In each case where by said Exhibit A attached to this ordinance the Company is authorized and required to change a single track to a double track, in any street or part of a street, if the roadway therein be not at least thirty-eight (38) feet in width, the Company shall, at its own cost (such cost to be charged to capital account) widen said roadway to said width and shall rebuild the catchbasins and their connections and curb and pave said street, as may be required by the City Council; provided, that the Company shall not hereby be required to pave, in addition to the part of the street occupied by its double-track street railway, as provided for in this ordinance, more than eight (8) feet in width of such roadway nor to acquire private property in order to secure the necessary width for such roadway.

Power Houses, Buildings.

The Company shall build such power houses and auxiliary buildings, together with the necessary machinery and appurtenances as may be determined upon by said Company with the approval of the Board of Supervising Engineers to supply whatever electric power may be required (in addition to such power as the Company may acquire by lease or contract with such approval from sources other than its own plants) to enable the Company to operate at all times its street railway system efficiently and continuously.

In the construction of power plants, substations and other buildings, the

Company shall comply with all general ordinances of the City in regard to buildings and to the installation of machinery, boilers, and smoke-consuming appliances. The buildings of said power plants shall be substantially fire-proof and supplied with smoke-stacks sufficient to carry off all gases emitted, and the foundations for the machinery therein shall be constructed in a solid and substantial manner.

The machinery and apparatus employed shall be selected and installed with a view of affording uninterrupted operation of the cars upon said railways, and to obtain this end the machinery shall be so arranged that a stoppage of one machine shall not prevent the operation of the remaining machines, and reserve machinery shall always be ready to be thrown into service. All boilers, piping, valves, fittings, steam engines, turbines, generators, switchboard apparatus, and other appliances used, shall be of the latest and most approved design and constructed and installed in accordance with the best engineering practice.

In all dynamos and connections where a high voltage current is produced or used approved methods for the protection of human life shall be employed.

The high tension switches shall be entirely enclosed in fireproof material, and shall be operated by levers, compressed air, auxiliary currents, or by such other means as will, as far as practicable, prevent personal contact with high tension current.

All feeders leading out of power plants and sub-stations shall be provided with some form of safety switches or automatic circuit-breakers designed to instantaneously open the circuit in case of a short circuit occurring on the feeder or on the trolley which it feeds.

All the foregoing specifications regarding modern and approved apparatus, protection from fire, and provisions for the protection of human life, shall apply with equal force to the sub-stations in case a system of transmision involving the use of sub-stations is adopted.

In case it is found desirable to secure power from any other source than the Company's own power plants no contract for supplying such power shall be entered into by the Company without the consent of the Board of Supervising Engineers.

Car Shops and Machinery.

It is contemplated that the present car shops and machinery contained therein will remain as at present installed with such additions thereto as may be necessary and located as follows:

Complete plant fronting on Vincennes Road at the corner of Seventy-eighth street, extending from Vincennes Road to Wentworth avenue.

Cars.

All new cars hereafter put in service shall be of the type known as double truck cars, seating from 40 to 50 passengers; and in construction, design and equipment shall conform strictly to all the provisions of Section 10 of the ordinance.

The Company may retain in operation on said streets until the Board of Supervising Engineers otherwise directs, two hundred fifty-one (251) of the present single-truck cars now in service, it being understood that these cars shall be selected from the best cars now in service and shall conform in every respect to all general ordinances of the City regulating such cars.

All of the above cars shall be equipped with sufficient motor capacity to properly operate the cars at the schedule speed required by the service over the particular lines that they may be operated upon.

Electric or hot water heaters, or heaters of other types approved by the Board of Supervising Engineers, of sufficient capacity to heat the above cars as stipulated in the accompanying ordinance, shall be used.

Every passenger car used by said Company which is not now equipped with a power brake shall, on or before nine (9) months after the passage of this ordinance, be equipped with a power brake of a type approved by the Board of Supervising Engineers.

Every passenger car used by said Company which is not now vestibuled shall, on or before nine (9) months after the passage of this ordinance, be vestibuled in such manner as may be approved by the Board of Supervising Engineers.

Rolling Stock.

The Company shall provide all necessary snow-plows, sweepers, repair cars, work cars, etc., to properly take care of its system and maintain it in first class working condition.

EXHIBIT C.

Through Routes.

ROUTE NO. 1:

Beginning at Indiana avenue and 51st street; north on Indiana avenue to 18th street; west on 18th street to Wabash avenue; north on Wabash avenue to Lake street; west on Lake street to State street; north on State street to Division street; west on Division street to Clark street; north on Clark street to Evanston avenue; north on Evanston avenue to Devon avenue; west on Devon avenue to Clark street; returning by the same route.

ROUTE NO. 2:

Beginning at Halsted street and 79th street; east on 79th street to Vincennes road; north on Vincennes road to Wentworth avenue; north on Wentworth avenue to Archer avenue; east on Archer avenue to Clark street; north on Clark street to Division street; west on Division street to Clybourn avenue; north on Clybourn avenue to Belmont avenue; returning by the same route.

ROUTE NO. 3:

Beginning at Lake avenue and 55th street; west on 55th street to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Harrison street; west on Harrison street to Dearborn street; north on Dearborn street to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Clark street; north on Clark street to Harvard avenue; returning by the same route.

ROUTE NO. 4:

Beginning at 75th street on South Chicago avenue; north on South Chicago avenue to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Chicago avenue; west on Chicago avenue to Larrabee street; north on Larra-

bee street to Lincoln avenue; north on Lincoln avenue to Bowmanville (Foster avenue); returning by the same route.

ROUTE NO. 5:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Van Buren street; west on Van Buren street to Kedzie avenue; returning by the same route.

ROUTE NO. 6:

Beginning at 77th street and Vincennes Road; north on Vincennes Road to State street; north on State street to Washington street; west on Washington street to Desplaines street; north on Desplaines street to Milwaukee avenue; north on Milwaukee avenue to Armitage avenue; west on Armitage avenue to 44th avenue; returning by the same route.

ROUTE NO. 7:

Beginning on State street at 39th street; north on State street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 8:

Beginning at Jackson Park avenue and 63d street; west on 63d street to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 9:

Beginning at 69th street and Ashland avenue; north on Ashland avenue to 12th street; west on 12th street to Paulina street; north on Paulina street to Lake street; east on Lake street to Ashland avenue; north on Ashland avenue to Clybourn place; east on Clybourn place to Southport avenue; north on Southport avenue to Clybourn avenue; returning by the same route.

ROUTE NO. 10:

Beginning at 71st street and Western avenue; north on Western avenue to Belmont avenue; returning by the same route.

ROUTE NO. 11:

Beginning at North avenue and Clark street; south on Clark street to Madison street; west on Madison street to Ogden avenue; southwest on Ogden avenue to 40th avenue; returning by the same route.

ROUTE NO. 12:

Beginning at Clark street and North avenue; west on North avenue to Wells street; south on Wells street and Fifth avenue to Adams street; west on Adams street to Clinton street; south on Clinton street to Harrison street; west on Harrison street to the intersection of Halsted street and Blue Island avenue; southwest on Blue Island avenue to Western avenue; returning by the same route.

ROUTE NO. 13:

Beginning at 48th avenue and Archer avenue; northeast on Archer avenue to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 14:

Beginning at 46th avenue (48th avenue when the steam railroad tracks on 46th avenue are elevated) and 12th street; east on 12th street to Ogden avenue; northeast on Ogden avenue to Randolph street; east on Randolph street

to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 15:

Beginning on 21st street at Douglas Park; east on 21st street to Halsted street; north on Halsted street to Canalport avenue; northeast on Canalport avenue to Canal street; north on Canal street to Polk street; east on Polk street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 16:

Beginning at State and 39th streets; thence north on State street to Lake street; west on Lake street to Austin avenue; returning by the same route.

ROUTE NO. 17:

Beginning at 63d street on Kedzie avenue; north on Kedzie avenue to Chicago avenue; east on Chicago avenue to California avenue; north on California avenue to Belmont avenue; returning by the same route.

ROUTE NO. 18:

Beginning on Evanston avenue at Graceland avenue; south on Evanston avenue and Halsted street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 19:

Beginning on Chicago avenue at 60th avenue; east on Chicago avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to State street; south on State street to 63d street; returning by the same route.

ROUTE NO. 20:

Beginning on Madison street at 60th avenue; east on Madiosn street to and around the State street loop; returning by the same route.

ROUTE NO. 21:

Beginning on North avenue at 48th avenue; east on North avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to and around the State street loop; returning by the same route.

EXHIBIT "D."—CHICAGO CITY RAILWAY COMPANY.

List of Property Not Included in Inventory Presented to City and Which Is Not Required for Street Railway Operation.

Jackson avenue, between 54th and 55th streets.—Lots 14 to 21, inclusive, in Block 2, in re-subdivision of Block 12 of Drexel & Smith's Sub-division.

Thirty-first street, near Halsted.—Sub-lot 9, in May Hubbard's Re-subdivision of Lots 18 to 36, inclusive, and 70 to 73, inclusive.

Fifty-fifth and Jefferson avenue.—Lots 19 and 20, in Re-Subdivision of Blocks 56 and 67, in Hyde Park.

South Chicago avenue, near 71st street.—Lots 23 and 24, in Block 7, in Cornell.

Wabash avenue, between 51st and 53rd.—Lot 11, and north half of Lot 10, Brent's Subdivision, and the two flat buildings located thereon.

AN ORDINANCE

AUTHORIZING THE CHICAGO RAILWAYS COMPANY TO CONSTRUCT, MAINTAIN AND OPERATE A SYSTEM OF STREET RAILWAYS IN STREETS AND PUBLIC WAYS OF THE CITY OF CHICAGO.

PREAMBLE.

WHEREAS, The Receivers of the Chicago Union Traction Company now maintain and operate a system of street railways in the streets and public ways in the north, west and south divisions of the city of Chicago; and,

WHEREAS, The Chicago Railways Company, hereinafter called the "Company," has been organized for the purpose of acquiring, operating, re-constructing, re-equipping and extending said system under the terms of this ordinance; and,

WHEREAS, The said City desires, for the proper accommodation of the public, to provide for the reconstruction, re-equipment and extension of the said street railway system and for the unified operation of said system together with the street railway system now maintained and operated by the Chicago City Railway Company, and to be in a position as soon as practicable freely to deal with the subject of transportation in its streets as a whole, and to fix and determine the definite terms and conditions upon which the said City shall have the right to purchase and take over at any time the street railway system of the Company. Now, therefore,

Be it ordained by the City Council of the City of Chicago:

AUTHORITY.

SECTION 1. That in consideration of the acceptance by the Company of this ordinance, subject to all of the provisions, conditions, requirements and limitations hereof, consent, permission and authority are hereby granted to the Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate a system of street railways in, upon and along the streets and public ways or portions thereof, in the City of Chicago, set out in the schedule marked "Exhibit A" hereto attached and made a part hereof.

For the purpose of carrying into effect the desire of the said City to provide for the unified operation of said street railways, an ordinance similar to this ordinance in general provisions and character, running to the Chicago City Railway Company, as grantee, covering the system of street railways now maintained and operated by said Chicago City Railway Company in the south division of said City, has been presented for passage concurrently with this ordinance, and it is hereby expressly provided that, upon the passage and acceptance of said last mentioned ordinance, then in all cases where this ordinance and the said ordinance relating to the street railways now maintained and operated by the Chicago City Railway Company confer grants upon more than one company in the same part of any street, the rights granted to the respective companies in such part of any street shall be construed to be for a mutual and joint use of tracks, and the rights of each company therein shall be the same as though the said ordinances making such grants had been passed and had taken effect concurrently, without regard to the actual dates of their respective passage and acceptance. Whenever such tracks are to be used jointly, they shall be constructed, maintained and operated at the equal joint expense of the said companies.

SPECIAL CONDITIONS.

The permission and authority hereby granted to the Company are, however, subject to the following conditions:

(a) Such permission and authority shall wholly cease and determine, unless within one hundred and twenty (120) days after the passage of this ordinance the Company shall acquire all the property, franchises, rights and claims described or referred to in Section 20 of this ordinance, including all the property constituting the system of street railways now operated by the Receivers of the Chicago Union Traction Company, provided a clear title to all said property, franchises, rights and claims be tendered the Company, free from liens and encumbrances, at a price not exceeding the price for which the City may buy the same under the terms of said Section 20.

(b) If such title be not so tendered the Company within said period, the permission and authority hereby granted shall nevertheless cease and determine, unless within a period of one hundred and fifty (150) days after the passage of this ordinance the Company shall have promulgated a plan of re-organization and re-adjustment which shall be consistent with the terms of the deposit agreement referred to in subdivision (e) of this section, and which shall have been approved by Hon. Peter S. Grosscup or, in case of his death, or refusal or inability to act, by Hon. William H. Seaman, as being fair and equitable to each of the parties in interest hereinafter referred to, all the conditions and circumstances of the situation being considered; and under which plan an opportunity shall be afforded to each individual holder of a direct or indirect interest in or lien upon said property, franchises, rights or claims, or any part thereof, or of any right, claim or demand, as creditor or otherwise, entitled to enforcement against said property, franchises, rights or claims or payable out of the same or any part thereof, to participate in the transfer of said property, franchises, rights and claims to and the acquisition thereof by the Company and to receive such stocks, securities or other benefits as said plan of re-organization and readjustment may provide on the terms and conditions in said plan set forth, and which opportunity shall remain open during a period to be specified in said plan and approved as aforesaid, but not extending beyond January 20, A. D. 1908. Nothing in this ordinance contained shall be construed to confer directly or indirectly any interest in or right with respect to the authority and permission granted to the Company by this ordinance, or otherwise, upon any holder of any existing interest in or lien upon the property, franchises, rights and claims above mentioned.

(c) Upon the expiration of said period last mentioned, the Company shall proceed promptly to perfect its title to the entire property, franchises, rights and claims aforesaid, using for that purpose if necessary any and all stocks, securities and evidences of indebtedness acquired pursuant to said plan of re-organization and re-adjustment; and, to the extent that it may be necessary to acquire or extinguish any interests in or liens upon said property, franchises, rights and claims, or any debts, claims or demands against the same which are not represented by the stocks, securities and evidences of indebtedness so acquired by the Company, the City of Chicago may in its discretion exercise any and every power with which it may then be vested, whether by virtue of any statute, ordinance, contract or judicial decree, to acquire or extinguish such outstanding interests, or to obtain title to and possession of any part of the aforesaid property, franchises, rights and claims to which the Company shall not have obtained title, or to terminate the possession of such property or any part thereof, or the use or occupation (except as by

this ordinance authorized) of any street or public way, or portion thereof, mentioned in said schedule marked "Exhibit A." The Company by the acceptance of this ordinance, shall be obligated at the option of the City to buy from the City all such property, franchises, rights and claims so acquired at the price which the City may have to pay for the same, and to make payment therefor at or before the time when the City is to pay the purchase-price of said property, and to indemnify and on demand reimburse the said City for all expenses incurred in the exercise of said powers in acquiring or extinguishing such outstanding interests, or in obtaining title to or possession of such property, or in terminating such possession, use or occupation or in attempting any such action at the suggestion or request of the Company.

The Company shall not be so obliged to buy unless the price to be paid by the City for the title obtained or the property acquired or extinguished in pursuance of this subdivision (c) of this section shall be determined by judicial proceeding or by appraisement by a disinterested tribunal, the City hereby consenting that the Company shall have a right to be heard upon the question of value. In order to reduce the price which the City may have to pay for any property so acquired or extinguished, the Company, by the acceptance of this ordinance, shall be obligated to waive in favor of the City any right of participation in such purchase-price by reason of any stocks, securities or evidences of indebtedness which it shall have acquired, or of which it may have the control through a trustee or otherwise, and to allow the City to use the same in such appropriate manner as the nature of the proceeding will permit in reduction of the purchase-price.

(d) Within a period of three years from and after the passage of this ordinance, the Company shall perfect its title to said entire system of street railways and shall free the same from any lien or encumbrance other than such as are herein expressly authorized to be created. The Company shall not, however, be deemed to be in default with respect to the obligation last above stated so long as there shall have been no notice given by the City of its intention to purchase said street railway system, or to cause the same to be purchased by its licensee, unless notice in writing shall have been given to the Company by the City of some particular defect of title or of some particular lien or encumbrance and the Company shall have failed within sixty (60) days thereafter to remove the same. And so long as no such notice of intention shall have been given by the City, no default shall be deemed to exist on the part of the Company with respect to said obligation last above stated, in any of the following classes of excepted cases, it being distinctly understood and agreed that the burden of proof rests upon the Company to show that any alleged defect of title, or lien or encumbrance falls within any of said excepted classes, next hereinafter consecutively numbered, to-wit:

(1) Unsubstantial or trivial defects of title.

(2) Defects of title of real property used for the production of power or for office purposes or for the storage of supplies, materials or equipment, or for other like purposes, but only if and so long as the Company shall procure and keep in force a policy of insurance, insuring its title to such property, issued by a Company in good standing authorized to engage in the business of insuring titles in the State of Illinois, indemnifying the Company and the City or its licensee in the event of purchase, as in this ordinance provided, against any and all loss, damage or expense by reason of such defect of title, lien or encumbance for an amount not less than the full value of the particular piece of real property subject to such defect, lien or encumbrance, as set

forth in the appraisal inventory referred to in Section 20 of this ordinance, with all additions and improvements thereto as certified by the Board of Supervising Engineers.

(3) Liens or encumbrances securing unmatured obligations for the payment of money, but only if and so long as the Company shall keep on deposit, with one or more of the depositaries appointed in accordance with the provisions of this ordinance, money sufficient to pay the principal of such obligations (and interest on such obligations as the said interest becomes due, to maturity) and also to pay all charges or expenses incident to the release of such lien or encumbrance, upon a specific trust to apply such money to make such payments, or, in case of purchase of said property by the City or its licensee, as in this ordinance provided, and in the event that the City or its licensee shall elect to take title to such property subject to any such lien or encumbrance, then to pay over to the City or its licensee, as the case may be, the entire amount remaining of said deposit.

(4) Defects of title by reason of any estate, interest, right, title, claim, demand, lien or encumbrance acquired by the City after the passage of this ordinance and either held by it or subject to its control, but only if and so long as the Company tenders and stands ready to pay to the City, for a conveyance, release or discharge thereof, an amount equal to the cost and expense to the City of acquiring such estate, interest, right, title, claim, demand, lien or encumbrance, with interest.

(5) Any alleged defect of title arising out of any claim or demand originating after the passage of this ordinance against the Company or its property the validity, amount or extent of which shall be contested by the Company in good faith and upon reasonable grounds by appropriate legal procedure with reasonable diligence, provided the Company shall give to the City indemnity therefor satisfactory to the Mayor of the City in his absolute discretion.

(e) It is further expressly provided that no right, permission or authority under this ordinance shall vest in the Company and the Company shall not have the right to accept this ordinance unless at the time of such acceptance there shall have been deposited with .....Trustee, under an agreement substantially in the form hereto annexed and marked "Exhibit D," which agreement shall then have been duly executed, certificates of stock duly indorsed in blank for transfer, representing not less than the following amounts of the capital stock of the respective corporations hereinafter mentioned, viz.: four thousand, one hundred and sixty-seven (4,167) shares of the capital stock of the Chicago West Division Railway Company, and one thousand, six hundred and sixty-seven (1,667) shares of the capital stock of the North Chicago City Railway Company (being, respectively, more than two-thirds of the entire capital stock of said companies, other than that held by Trustees under outstanding mortgages or deeds of trust); also twenty-nine thousand, six hundred and one (29,601) shares of the capital stock of the North Chicago Street Railroad Company, and forty-nine thousand, nine hundred and forty-six (49,946) shares of the capital stock of the West Chicago Street Railroad Company (being respectively more than a majority of the entire capital stock of said two companies last named, other than that held by the Illinois Trust and Savings Bank, as Trustee under a deed of trust); and, also, eighty thousand and one (80,001) shares of the preferred stock and one hundred and thirty-three thousand, three hundred and thirty-four (133,334)

shares of the common stock of the Chicago Union Traction Company (being more than two-thirds of each class of said capital stock); provided that the City shall have and hereby reserves the right to modify the aforesaid provisions and conditions so as to reduce the proportion of stock of any or all of said companies to be so deposited to such amount as to the City may seem proper; and provided further that the certificate of said Trustee as to the number of shares of stock so deposited shall be prima facie evidence in respect to the performance of the foregoing conditions and provisions.

In the event that the Company shall accept this ordinance and thereafter by reason of its failure to comply with any of the covenants or conditions hereof, the permission and authority granted by this ordinance shall cease and determine, then and in that event all the shares of stock of the Companies in this subdivision of this section mentioned, then owned by the Company or deposited with the Trustee under said agreement as above provided, and all the beneficial interest appertaining to said stock and assigned to the Company or to said Trustee shall pass to, vest in and become the property of or be subject to the control and disposition of the City or of such person or persons or corporation as the City shall by ordinance designate, subject to the terms of said deposit agreement.

(f) No right, permission or authority under this ordinance shall vest in the Company and the Company shall not have the right to accept this ordinance unless, at the time of such acceptance the Company shall be in lawful possession of all the lines of street railway operated by the Receivers of the Chicago Union Traction Company, on February 1, 1907, with all the plant and equipment in use on or in connection with said lines at the time of said acceptance, with power and authority to comply with the provisions of this ordinance with respect to the operation, maintenance, extension, re-construction, re-equipment and improvement of said railways, and to make from the receipts thereof all the deposits and payments required by the provisions of this ordinance to be made from such receipts, and with power to transfer to the City, or its licensee, all such possession, rights, and powers in accordance with the provisions of this ordinance in that behalf hereinafter set forth.

(g) The Company shall at all times during the life of this grant maintain the possession of the property and the power and authority which by sub-division (f) of this section the Company is required to have at the time of the acceptance of this ordinance, subject to the provisions contained in this ordinance as to the suspension or termination of such possession.

RECONSTRUCTION.

Section 2. The Company shall proceed at once to re-construct portions of the track and roadbed constituting said system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company and put said entire street railway system, plant and equipment in first-class condition, in full compliance with the specifications and provisions for such work in this ordinance and in the Exhibit hereto attached, marked "Exhibit B" and made a part of this ordinance, with the same force and effect as though herein fully set forth, and to operate and maintain said system in accordance with the provisions of this ordinance and of said "Exhibit B."

Such provisions of this ordinance as are in the nature of specifications shall be given at all times full force and effect, except in cases, if any, in which they conflict with express provisions of "Exhibit B," in which cases the latter shall pre-

vail. The provisions of this ordinance and those of "Exhibit B," however, shall be construed together, and both, so far as practicable, be given full effect throughout the life of this grant.

The expressions "property of the Company" or "street railway system of the Company" or equivalent expressions as hereinafter used, except where the context clearly indicates a different meaning, shall be deemed to denote all the property from time to time possessed or used by the Company in and about the street railway business conducted under the provisons of this ordinance, including all franchises, rights and privileges of every nature enjoyed or exercised or capable of being enjoyed or exercised in connection therewith, irrespective of the nature or extent of the Company's interest therein, and a similar construction shall be given to expressions relating to particular classes or species of the Company's property.

EXTENSIONS.

SECTION 3. The said City shall have the right, subject to the limitations contained in this ordinance, at any time to require the Company to make extensions of and additions to the lines of street railway enumerated in said "Exhibit A." Such extensions and additions shall be made under the supervision of the Board of Supervising Engineers, as hereinafter in Section 7 provided, and the cost thereof shall be determined as provided in said section. The character and quality of such work shall comply with the specifications set forth in said "Exhibit B," so far as the same may be applicable thereto.

The Company shall promptly and within a reasonable time after the passage of this ordinance construct and equip the extensions of its street railway system provided for in "Exhibit A," and shall operate the same as a part of its system in conformity with the provisions of this ordinance, and at any time after three (3) years from the acceptance of this ordinance, the Company shall upon the order of the City Council of the City, construct and equip such additional extensions as may be required by the City and shall operate the same as a part of its system in conformity with the provisions of this ordinance, provided, that the Company shall not be obligated hereby to construct and operate any such additional extensions in any street or public way nearer any then existing parallel street railway tracks of the Company than one-half mile, and that the Company shall not be obligated hereby to construct more than six miles of double track railway or twelve miles of single track railway in any one calendar year during the term of this grant.

The Company shall, however, upon the order of the City Council of the City, construct, equip and operate such extensions of its street railway system in addition to those hereinabove provided for as may be required by the City Council subject to the conditions and limitations contained in Section 26 of this ordinance.

The Company shall not be authorized or obligated to construct any extension of its street railway system upon streets on which street railways are not located when this ordinance goes into effect until the City has granted to the Company whatever authority in addition to this ordinance may be necessary to comply with the frontage consent laws of the State of Illinois.

MOTIVE POWER.

SECTION 4. The motive power to be used in the operation of said street railways shall be electricity, applied by the overhead trolley system or otherwise, as more particularly set forth in said "Exhibit B;" provided that the said City (sub-

ject to the limitations contained in Section **26** hereof), at any time after three years from the date of the acceptance of this ordinance, may require by ordinance, that the Company shall operate under the provisions of this ordinance any of its street railways herein authorized by electric power transmitted through working conductors carried in conduits below the surface of the street and between and underneath the rails, otherwise known as the underground trolley system, and shall thereafter cease to operate the same by overhead trolley.

USE OF POLES, CONDUITS, ETC.

SECTION 5. The Company may use its trolley poles, feeder poles, trolley wires, feeder wires and the conduits authorized and provided for in said "Exhibit B," for all purposes solely connected with the operation of its street railways, such as power, light, heat and telephonic and other signals. For such purposes the Company may connect such conduits, poles and wires with its transmission and feeder wires, power plants, substations, car houses, repair shops or other property of the Company, and with any transmission, feeder or other wires of any other individual or corporation.

JOINT USE WITH THE CITY.

The said City shall have the right, without the payment of any compensation therefor, during the life of this grant, to use the poles of the Company to carry the signal, telephone, telegraph and electric light wires and lamps of the said City. The transmission wires of the said City for such purposes shall be placed on poles of the Company, on that side of each street or way (where poles are located on both sides thereof) designated by the said Board of Supervising Engineers, without cost or expense to the Company, but the Company shall repair and maintain its poles as one of the operating expenses of the said street railway system under this ordinance; provided, that the said City shall indemnify and save harmless the Company against and from all damages, judgments, costs or expenses which the Company may suffer by reason of any negligence of the said City in installing, maintaining or using its said wires and lamps upon said poles.

SUBWAYS.

SECTION 6. The Company hereby gives to said City and said City reserves the power by ordinance to require the Company to join with the **Chicago City Railway Company** and with the said City in defraying the cost of the construction of a system of subways for the joint use of the said companies as down town terminals of their street railway systems, and for the use of said City and of its licensees, the legal title to said subways to be in said City, subject to the rights of the said companies under this ordinance, it being, however, an express condition of the Company being required to join in defraying the cost of such construction of such system of subways, that said subway system and the extensions thereof shall not be used for street railway purposes during the life of this grant except by the street railway systems of said companies; provided, that the companies shall not be required to contribute to the cost of said subway system any amount in excess of the pro rata cost of that part of said subway system which is to be devoted to the use of said companies or either of them and that the total amount which the said companies shall be required to contribute toward the construction of said system of subways shall not exceed the sum of five million ($5,000,000) dollars, exclusive of the cost of (1) reconstructing the present tunnels under the Chicago River, or (2) of converting said tunnels into a part of said system of subways.

Three-fifths of that part of the cost of the said subways (exclusive of the tunnels under the Chicago River), payable by said companies shall be borne by the Company and two-fifths of the said cost shall be borne by said **Chicago City Railway Company;** and provided, further, the Company shall not be obligated to join in defraying the cost of the construction of such subway system until (1) the said City shall authorize the construction of said subway system by an ordinance which shall prescribe the location, character and extent of said subway system and the plans and specifications therefor, which plans and specifications shall include provision specifying the portions thereof to be devoted to the use of said companies, respectively, and to the use of the said City and its licensees, and regulating the manner of such uses, and specifying the share of the cost of such subway system to be borne by said companies and the extent of the user to which each said company shall be entitled in that part of said subway system devoted to street railway purposes, and until, (2) the Board of Supervising Engineers shall approve the location, character and extent of and the plans and specifications for such subway system. The limitation of five million dollars as above defined shall apply to the subway system above mentioned, but shall have no application to the extensions and additions herein next mentioned.

When said subway system shall have been fully completed (but not before the expiration of five years from and after the acceptance of this ordinance) the Company (subject to the limitations contained in Section **26** hereof) may be required by ordinance to join with the said **Chicago City Railway Company** and with the said City in defraying the cost of the construction of extensions and additions to such subway system and the Company agrees that it will pay to the said City the pro rata cost of constructing that portion of such extensions which is to be devoted to the use of the Company and its proportionate part of the pro rata cost of constructing that portion of such extensions which is to be devoted to the joint use of the said companies; provided, however, the Company shall not be obligated to join in defraying the cost of the construction of such extensions and additions to said subway system until (1) the said City shall authorize the construction of said extensions and additions by an ordinance which shall prescribe the location, character and extent of said extensions and additions and the plans and specifications therefor, which plans and specifications shall include provisions specifying the portions to be devoted to the use of said companies and to the use of said City and its licensees, and regulating the manner of such uses and specifying the part of the total estimated cost of such extensions and additions to be borne by the said companies, respectively, and until (2) the location, character and extent of said extensions and additions and the plans and specifications therefor shall be approved by the said Board of Supervising Engineers.

The provisions of this ordinance under which the said Company obligates itself to contribute to the cost of constructing subways and extensions of subways and fixing the conditions under which the said Company is so obligated shall not have the effect or be construed to have the effect of depriving the said City of any right which the said City may have or acquire (otherwise than by virtue of this ordinance) to construct subways or extensions thereof, or to compel said Company to contribute to the cost of such subways or extensions, or to compel said Company to use the subways in whole or in part, in connection with its street railways or to fix the terms and conditions of such use. By the acceptance of this ordinance the Company admits that the City has the right and authority to construct subways and extensions of subways

in the streets and parts of streets described in "Exhibit A" and in all other streets or parts of streets in which the Company is now or hereafter authorized to construct or operate street railways and the Company by such acceptance consents to the exercise of such right by the City; but the Company by the acceptance of this ordinance shall not be construed as admitting that the City now has any right otherwise than by virtue of this ordinance to compel said Company to contribute to the cost of any subway or extension thereof, or to compel said Company to use subways in whole or in part in connection with its street railways or to fix the terms and conditions of such use, or that it could acquire such right, and the exercise by the City of any such right shall not impair or in anywise affect the rights of the Company under the provisions of this ordinance in that part of any subway, or extensions thereof, to the cost of constructing which the Company shall have contributed.

Nothing in this ordinance contained shall be construed to give the said City the power to require the Company in case of the construction of said subway system, or extensions and additions thereto, and the placing of its railway tracks therein, or in a part thereof, to cease the operation of its railway, during the life of this grant, upon the surface of any of the streets or parts of streets under which the said subway system, or said extensions and additions thereto, may be constructed, so long as or whenever the City shall permit the construction or operation of any street railways upon the surface of such streets or parts of streets, respectively.

It is expressly provided that in case the capacity of that portion devoted to street railway purposes, of any subways or extensions of subways, constructed under the provisions of this Section of this ordinance, shall at any time be greater than necessarily and properly required for the use of the said Company or companies which have contributed to the cost of said subways or extensions thereof in the operation of their street railways therein, the City may authorize or require any other company operating elevated railways in said City to use said subways and extensions, or parts thereof, to the extent of such surplus capacity, but only to such extent, provided that such company shall pay a reasonable rental for such use by it, which rental shall be apportioned between the parties who have contributed to the cost of constructing the portion of such subways or extensions so used by such other company in proportion to the extent of their respective contributions; and the portion of such rental so paid to the Company shall be considered and treated as part of its gross receipts, to be disposed of under the provisions of this ordinance as other gross receipts from the operation of the street railways of said Company are to be disposed of. The City shall have the right to use the said subways and extensions for any elevated railway belonging to said City to the same extent and upon the same terms that it may authorize or require their use by any elevated railway company.

CITY TO HAVE SUPERVISION OF REHABILITATION.

SECTION 7. All of the construction, re-construction, equipment, re-equipment, extensions and additions to plant and property provided for or required by this ordinance **or the exhibits thereto,** including underground trolleys, **tunnel re-construction,** new lines, extensions, and other additions to plant and property (but not subways or extensions thereof), shall be done, performed and acquired by the Company under the direction and supervision of said Board of Supervising Engineers, and the cost and expense thereof shall be borne and paid by the Company, but no

contract, subcontract or payment therefor **except as expressly provided in Section 34 hereof** shall be made without the written approval of said Board.

The Company shall purchase materials and equipment, and employ engineers, superintendents, clerks, foremen and workmen and shall pay all expenses of every nature, including legal expenses, necessary to the proper, complete and prompt performance of the above mentioned work, upon the lowest advantageous terms and subject to the approval of the said Board of Supervising Engineers, and to the actual amount paid by the Company in and about carrying out each and all of the requirements of this section, shall be added ten per cent. of such amount as a fair and proper allowance to the Company for conducting the said work and furnishing said equipment and five per cent. for its services in procuring funds therefor, including brokerage; **except that no such percentages shall be allowed on the cost of reconstructing the Van Buren street tunnel as provided in the first paragraph of Section 34 of this ordinance, or of lowering and removing obstructions to navigation in the Chicago River under the ordinance of the City of Chicago relating thereto, passed June 18th, A. D. 1906.**

The said Board of Supervising Engineers shall, on or before the fifteenth day of each month, make a report in writing, dated the first day of such month, to the City Comptroller of the amount of money actually expended during the previous month by the Company with the approval of said Board of Supervising Engineers in and about carrying out the requirements of this section together with the percentages of such amount in the next preceding paragraph provided for, and all amounts contributed by the Company to the cost of the said subway system or extensions thereof together with five per cent. of the amounts so contributed; and the interest provided in Section **25** hereof as a deduction from gross receipts shall begin to run upon the total amount of each such certificate from and after the date thereof.

The amount **or amounts** so certified by the said Board of Supervising Engineers (including the said additional percentages thereof as hereinabove provided) shall be final and binding upon both parties hereto and shall be conclusively held and taken as the cost of the said construction, reconstruction, equipment, re-equipment, extensions and additions to plant and property, including subways, underground trolleys, **tunnel re-construction**, new lines, and other additions to plant and property, which shall be paid by the said City upon the taking over of the said street railway system as in this ordinance provided, except that said Board may at any time within sixty (60) days after the date of any such certificate correct any error or omission therein.

The cost of such construction, reconstruction, equipment, re-equipment, extensions and additions, including said percentages, not exceeding the amount so certified, together with all amounts contributed by the Company to the City for the construction of subways or extensions thereof, with five per cent. of said last named amounts added thereto, may be represented by bonds or obligations to be held, negotiated or sold by the Company, bearing interest at a rate not exceeding five per cent. per annum, payable semi-annually on the first days of February and August in each year, maturing not earlier than twenty years after the passage of this ordinance, in denominations not less than five hundred dollars each, redeemable at par and accrued interest, after published notice, on any day appointed for the payment of interest. Such bonds or obligations may be secured by a mortgage or deed of trust, which shall comply with all the provisions of this ordinance and the form of which shall be submitted to and be subject to the approval of a Trust

Company qualified to act as depositary under the terms of this ordinance, to be selected by the Mayor of the City of Chicago, as containing (the circumstances considered) no provision unusual or unreasonable in character. The Company shall not at any time create any lien or encumbrance upon the property or rights conveyed by said mortgage or deed of trust or any part thereof superior to that securing said bonds and obligations. Provided, however, that the Company shall not be authorized to make or issue said bonds or obligations to an aggregate amount exceeding the amount certified by the Board of Supervising Engineers, nor shall the City be bound to recognize any of said bonds or obligations as having been authorized by this ordinance unless and until there shall be endorsed thereon by the City Comptroller or other officer or agent of the City designated by ordinance, a certificate to the effect that such bond or obligation is one of the bonds or obligations by this section authorized. To the extent that the amount certified by said Board of Supervising Engineers (including said percentages) shall not be represented by bonds and obligations as aforesaid, a lien shall exist in favor of the Company, its successors and assigns, of equal rank and like character to that securing the said bonds and obligations hereinabove authorized.

The said Board of Supervising Engineers shall have the power to determine what work shall be treated as construction, reconstruction, equipment, re-equipment, extensions, new lines, underground trolleys, tunnel re-construction, or additions to plant or property to be paid for by the Company out of the capital funds to be provided by it for that purpose, and what shall be treated as maintenance, repairs and renewals, to be paid for out of the gross receipts of the Company from the operation of the street railway system hereby authorized. But any such determination of said Board shall be governed by the following provisions:

During the three (3) year period of "Immediate Rehabilitation" seventy (70) per cent. of the gross receipts shall be set apart and shall be used so far as required in defraying the operating expenses, including maintenance and repairs, and the residue of said seventy (70) per cent. shall be applied to the cost of renewals and no part of the cost of any renewal paid for out of such seventy (70) per cent. shall be charged to additional capital, and all expenditures for renewals during said three (3) years in excess of such residue of said seventy (70) per cent. shall be charged to capital account.

After such three (3) year period of "Immediate Rehabilitation," the cost of renewals shall be paid as provided in Section 16 hereof, but such expenditures (and only such expenditures) as are made for the purpose of extensions of or additions to property shall be thereafter considered as additions to capital, provided, however, that in the replacement of any principal part of the property, either existing or hereafter acquired, there shall be charged to capital the excess amount that the new property cost over the original cost of the property displaced, excepting that the value of property contained in the appraisal inventory of the property of the Company, referred to in paragraph 1 of Section 20 hereof, shall be used instead of first cost for all property listed in such appraisal inventory.

REMOVAL OF TRACKS.

SECTION 8. The Company shall forthwith remove all tracks now owned, operated or maintained by the Receivers of the Chicago Union Traction Company which it is not expressly authorized by this ordinance hereafter to maintain and operate. If it shall hereafter cease to operate over any of its tracks or any portion thereof, it shall remove such unused tracks

upon the order of the City Council. Failure to operate cars for the carriage of passengers at least once each way within every hour of each day between the hours of six (6) A. M. and eight (8) P. M. over any part of a street or public place in which tracks of the Company are laid, shall be treated as a cessation of operation of its tracks in such part of street or public place within the meaning of this section, unless such operation is interfered with by unavoidable accidents, labor strikes or litigation brought without connivance of the Company; provided, however, that the foregoing provisions of this section shall not be construed to require or authorize the removal of curves or turn-outs or of connecting tracks specifically authorized by this ordinance or the exhibits hereto to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, or such tracks as may be necessary for a connection with the Company's property used for street railway purposes.

The City shall have the right by ordinance to require the Company to remove any tracks or portions thereof, the further maintenance of which is at any time no longer warranted by the traffic, or reasonably required in the operation of the said street railway system, provided that the Company shall not be required to remove such tracks but may maintain or reconstruct and operate the same during the life of this grant so long as or whenever the City shall permit the construction or operation of any street railways upon the streets or parts of streets respectively from which such tracks have been so required to be removed and in every case of removal of tracks as aforesaid, the Company shall restore the street or public way to the condition of the other portions thereof, all at its own cost, such cost to be treated as an operating expense.

If the Company shall fail within a reasonable time (not to exceed 30 days) to remove any such tracks on order of the Commissioner of Public Works, the said City may remove them, charging the expense thereof to the Company; provided, however, that nothing in this section contained shall relieve the Company from its obligations at all times to render adequate service on its street railways.

RIGHT TO SELL UNNECESSARY PROPERTY.

SECTION 9. The Company shall not hereafter sell, or permit to be sold to others, any of the property now in the possession of, and operated by, the Receivers of the Chicago Union Traction Company or hereafter acquired by said Receivers or by the Company as an addition to or extension of, or for use in connection with the said street railways, except as the same may become unnecessary or unadapted to the proper operation and maintenance of said street railways under the terms of this ordinance, and before making any such sale the Company shall secure the written approval of such sale and of the amount and terms thereof by the said Board of Supervising Engineers, and such written approval of said Board shall be conclusive of the right of the Company to sell and transfer complete title to the purchaser, who shall not be obliged to look to the application of the proceeds of such sale.

In the event of any such sale made during the period of "Immediate Rehabilitation," the proceeds shall be deducted from the amount allowed to the Company for such reconstruction, and in the event of a sale after such "Immediate Rehabilitation" is completed, the proceeds thereof shall be deposited with the depositary or depositaries selected under the provisions of Section 16 of this ordinance and shall constitute a part of and an addition to the reserve fund provided for in said section for Renewals and Depreciation.

The value of any such property sold after February 1, 1907, and before the acceptance of this ordinance, (not less, however, than the value thereof specified in the appraisal inventory referred to in Section 20 of this ordinance) although the Company may not have made such sale or have received the proceeds thereof, shall be accounted for by the Company as provided in the case of sales made by the Company during the period of "Immediate Rehabilitation," and as if such sales had been made by the Company.

SERVICE REGULATIONS.

SECTION 10. The Company hereby agrees to comply with all reasonable regulations of the service of the said street railway system which may be prescribed from time to time by the City Council of said City and that the approval of any such regulation by the Board of Supervising Engineers shall be binding upon the Company (but not upon the City) as to the reasonableness thereof.

STYLE OF CARS.

All passenger cars operated by the Company shall be used for the carriage of passengers only. All such cars hereafter built or purchased shall be of the best and most approved finish, style and design to be approved by the Board of Supervising Engineers; they shall have center aisles; they shall be without running footboards along the sides, and shall be equipped with sufficient motor capacity. Cross-seats facing forward shall be used, but longitudinal seats each seating not more than four passengers, may be used at the ends of the cars. All closed cars shall be vestibuled, and shall be of the style and description specified and provided in said "Exhibit B," and at least 225 cars of such description shall be acquired by and placed in operation upon the tracks of the Company within one (1) year from the passage of this ordinance, exclusive of delays occasioned by strikes or other causes beyond the control of the Company.

PUSH BUTTONS.

All cars operated by the Company shall be supplied with a sufficient number of electric bells, connections and push buttons to enable passengers without inconvenience to notify the conductor of their desire to leave the car.

FENDERS.

All cars shall be equipped with efficient and serviceable fender devices, head lights and sand-boxes.

BRAKES.

Each double-truck car shall be equipped with two sets of brakes, one of which shall be a hand-brake and the other an efficient power-brake of modern, improved type.

CLEANLINESS AND VENTILATION.

Said cars shall at all times be kept clean and in good repair, and shall be thoroughly ventilated.

HEATING.

The said cars shall be kept heated at the temperature of fifty (50) degrees Fahrenheit, as nearly as practicable, and each car shall contain a standard thermometer appropriately placed to enable passengers to see that this provision is complied with.

LIGHTING.

All cars shall be kept well and sufficiently illuminated by electric light or other illuminants approved by said Board of Supervising Engineers.

SIGNS.

Each car shall bear appropriate and conspicuous signs upon both its sides and ends so placed as to indicate, both day and night, the route and destination of such car. At night such signs shall be illuminated.

ADVERTISEMENTS.

The Company may permit advertisements in its cars, but no advertisement shall be placed upon the outside of any car, and only the space between the top of the windows and the transom of the car shall be used for advertisements on the inside of cars.

FUNERAL CARS AND MAIL CARS.

The Company is hereby authorized and permitted to operate funeral cars, and separate cars for the use of the United States Post Office Department, for the carriage of mail.

SINGLE CARS ONLY.

Every electric car shall be in charge and under the control of two competent men, a motorman and a conductor, and (after the expiration of one year from the date of the passage of this ordinance, or at such earlier time as the Company shall be able to acquire the necessary rolling stock to enable it to abandon trailers) shall be operated singly.

RATES OF FARE.

SECTION 11. The Company, except as to chartered cars to private parties and as in this ordinance provided, shall be entitled to charge passengers, during the term of this ordinance, the following rates of fare, to wit:

For a continuous trip in one general direction, within the limits of the City, over its street railways covered by this ordinance and all extensions thereof (whether owned, leased or operated by it) the sum of five cents (5c) for each passenger twelve years of age or over, and three cents (3c) for each passenger under twelve (12) years of age; provided that children under seven (7) years of age accompanied by a person paying fare shall be permitted to ride free.

UNIVERSAL TRANSFERS.

Every such passenger may demand and upon such demand shall receive from the conductor of the car upon which he first takes passage, or from some authorized agent of the Company, a transfer. Said transfer shall entitle such passenger to ride upon any other line of said street railway system owned, leased or operated by the Company, **or any other line of street railway operated by any other Company from which the Company is by this ordinance obligated to accept transfers,** which connects with, crosses, intersects or comes within a distance of two hundred (200) feet of the line of said street railway upon which the passenger first took passage and paid his fare. **But this obligation shall not apply to any connecting point in the South Division of the City of Chicago north of Twelfth street, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given at all points within said subways where lines of**

railway of any company or companies, which are required by this ordinance to issue or receive transfers, connect with each other.

The payment of a single fare shall not entitle a passenger to reverse his general direction of travel. If necessary to enable a passenger to reach his destination the conductor or other authorized agent of the Company shall issue without additional charge, a transfer upon a transfer, the same as required upon payment of a cash fare; the intention being that for a single fare the Company shall carry any passenger for a single continuous ride over any of the said lines of street railway owned, operated or leased by it, within the limits of the said City, so long as such ride is in the same general direction, although some of the lines necessary to be used by such passenger in arriving at his destination intersect or cross one another.

In every instance the transfer given to a passenger may designate the point or place of transfer, and the same must be used at such point or place, within a reasonable time, not exceeding fifteen (15) minutes after such point or place is reached by the car from which the passenger is transferred, provided that within said fifteen minutes a car shall pass such point or place of transfer in the direction and upon the route indicated by said transfer; but if no car shall pass such point within said time the passenger shall have the right to take the first available car passing such point in the direction indicated upon the passenger's transfer. A passenger upon any car delayed through the fault, negligence or inability of the Company shall be entitled to receive a transfer to a car upon the nearest line of the Company going in the same general direction as the delayed car.

The Company shall also on its cars accept and honor as fares, transfers issued by any other corporation to passengers upon any line of street railway covered or authorized by the said ordinance to the **Chicago City Railway Company,** hereinabove referred to as presented for passage in the City Council of said City, concurrently with this ordinance, which connects with any of said lines of the Company, under the same conditions and with like effect as though both lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance.

The Company shall also accept and honor as fares transfers issued by the Chicago General Railway Company at all points where the railway lines of the Company connect with or intersect the lines of said Chicago General Railway Company, constructed and in operation at the time of the passage of this ordinance, with like effect as though both said lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance; upon condition, however, that said Chicago General Railway Company shall accept and honor at such transfer points, as fares, transfers issued by the Company.

The said proposed arrangement contemplates that in every instance the street railway company accepting any such transfers shall give to the passenger presenting it the same accommodations and the same transfers, if requested, to its other line or lines, as such passenger would be entitled to receive if he had paid a cash fare.

The Company, acting by itself or in conjunction with the other companies to which the provisions of this Section apply, may, with the approval of the said Board of Supervising Engineers, adopt reasonable rules and regulations not inconsistent with the provisions of this ordinance, for the transfer of passengers as provided for herein, and for the prevention of the fraudulent use of transfer privileges.

NO PASSES: EMPLOYES, POLICEMEN AND FIREMEN FREE.

SECTION 12. No passes of any kind or description shall be issued or given to any person, and no person, except employes of the Company, policemen and firemen, respectively, in full uniform, shall be permitted to ride upon any street railway without the payment of the full rate of fare prescribed in this ordinance; provided that the Company may issue to its employes free tickets for use while engaged in the performnace of their duties, **and may permit them to ride free when wearing an official badge of the Company conspicuously in view.** The Company shall keep a record of the number of such free tickets and to whom issued.

MAIL CARRIERS.

In the event that the United States Post Office Department shall pay to the Company a sum of money based upon the system of sales of tickets in effect between the Post Office Department and the Company for the use of letter carriers during the year 1906, the said amount of money to be not less than **Ten Thousand, One Hundred, Five Dollars and Sixty-five Cents ($10,105.65)** per annum, with proportionate increase in said amount for any increase in the number of letter carriers employed in the City of Chicago over the number of such carriers so employed in the year 1906, then the Comapny shall carry on its street railways United States letter carriers in full uniform, at all times, without the payment of fare.

THROUGH ROUTES.

SECTION 13. The Company will co-operate with **any** corporation operating the street railway in Halsted street, from O'Neil street **south,** to operate a through line of cars in said street. Whenever the said City shall so direct and shall grant to the Company and to **any** corporation operating a street railway in Western avenue, **south of the South Branch of the Chicago River,** a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; also, whenever the said City shall grant to the Company and to **any** corporation operating a street railway in Kedzie avenue, **south of said South Branch,** a license or franchise to connect their lines in said avenue, the Company will co-operate with such other corporation to operate a through line of cars in said avenue; and, also, whenever the said City shall grant to the Company and to **any** corporation operating a street railway in Ashland avenue, **south of said South Branch,** a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; and said corporations shall thereafter operate and maintain said through lines of cars in the said streets and avenues, respectively; provided, that the Company shall only be required to operate said through lines across or over any river **or canal,** when the said City or some third party shall provide and maintain a bridge across the same upon which it may operate its cars.

The Company will co-operate with any corporation or corporations operating such of the street railway lines now operated by the **Chicago City Railway Company** as may be parts of the through routes in this ordinance or in "Exhibit C" referred to, in establishing and maintaining through lines of cars over the street railway lines of the Company and the street railway lines of the **Chicago City Railway** system entering the South Division of the said City, north of Twelfth street, which shall carry passengers from the **North and West Divisions** of the said City to the **South Division** of the said City, **or in the reverse directions,** through the **portion of the South Division of said City** north of Twelfth street, for a single fare.

As many cars shall be operated upon said through lines as the traffic shall require and warrant.

The parties now concerned have agreed upon certain through routes which are particularly described in "Exhibit C," which is attached hereto and made a part hereof, with the same force and effect as if herein fully set out.

The Company may establish other through routes from time to time and may discontinue the same, if and when the traffic warrants such establishment or discontinuance; but no through route specifically established by this ordinance and said Exhibit "C" shall be discontinued without the consent of the City Council of said City, and the City may by ordinance at any time require the Company to re-establish any through route and to establish new and additional through routes whenever the traffic warants or requires such establishment or re-establishment; provided, however, that if the Company shall consider that the traffic does not in fact warrant or require the establishment or re-establishment of any through route so required by the City to be established or re-established, then in such case it shall be the duty of the Board of Supervising Engineers, upon demand either of the City or of the Company to furnish the certificate of said Board certifying as to whether or not, in the opinion of said Board, the traffic does warrant or require the establishment or re-establishment of such through route, and such certificate of the Board of Supervising Engineers shall be prima facie evidence as to whether, in fact, the traffic does or does not warrant or require the establishment or re-establishment of such through route; and the obligation of the Company in respect to such routes shall be governed by such certificate pending a judicial determination of its obligations in respect to the establishment or re-establishment of any such through route under this ordinance.

The through routes herein mentioned shall be established and put in operation immediately after the necessary reconstruction of the tracks covered by such routes.

To carry out the establishment of the through lines provided for in this Section, the Company will enter into a reasonable operating agreement approved by the said Board of Supervising Engineers, with any other corporation or corporations concerned, whenever required by the said City. If the Company and the corporation or corporations operating the lines of street railway constituting said through routes, or any of them, shall be unable or fail to agree upon terms as between themselves for establishing, maintaining and operating all of said through routes within sixty (60) days after the passage of this ordinance, then and in such case it shall be the duty of the Board of Supervising Engineers to fix and determine the basis and terms, as between said Company and said corporation or corporations, upon which said through routes shall be established, maintained and operated and to notify each of the companies operating the lines of street railway constituting said through routes of said basis and terms, and thereupon it shall be the duty of the Company to proceed forthwith to establish, maintain and operate said through routes upon the basis and terms so fixed and determined by said Board of Supervising Engineers. Said companies may by agreement (with the approval of said Board of Supervising Engineers) modify such basis and terms or they failing to agree, the Board of Supervising Engineers may from time to time modify said basis and terms as to said Board shall seem fit and just.

Passengers upon the through cars operated upon any through routes, while traveling over the tracks of each company shall be entitled to the same facilities as to transfers as such companies shall be required to give to their own passengers paying cash fares.

STREET SPRINKLING AND CLEANING.

SECTION 14. The Company shall sprinkle, sweep, keep clean and free from snow that portion of each of the streets occupied by its right-of-way, as provided in "Exhibit B," and if it shall be found practicable to have the streets occupied by its tracks swept and sprinkled their entire width by the Company, or to have street sweepings, garbage or other refuse removed by means of street cars at night, the Company shall perform said service, or so much thereof as shall prove practicable, when so ordered by the Mayor and Commissioner of Public Works, and it shall receive for such service reasonable compensation. In case the Company is called upon to remove street sweepings or other refuse, the said City shall furnish suitable and convenient dumping grounds and permit the connection of the Company's tracks therewith. The Company shall have the right to carry on suitable cars the snow required by this ordinance to be removed by it, and also, materials for its own use or for the use of the said City, and to connect its tracks and wires with property necessary to be used for such purposes.

STREET PAVING.

SECTION 15. The Company shall at its own expense, fill, grade, pave and keep in repair that portion of the streets occupied by it, as more specifically provided for in said "Exhibit B."

GROOVED RAILS.

All new tracks hereafter laid and all tracks in streets hereafter newly paved or repaved shall be of grooved pattern more particularly described in said "Exhibit B."

MAINTENANCE, REPAIRS, RENEWALS AND DEPRECIATION.

SECTION 16. After the expiration of the three (3) year period of reconstruction and re-equipment, particularly required by the terms of said "Exhibit B," under the heading of "Immediate Rehabilitation" and until the rights conferred upon the Company by this ordinance are terminated by the purchase of the said street railway system by the said City or its licensee or by reason of the default of the Company or otherwise, the Company at all times while in possession of said system of street railways shall maintain the said system and its entire equipment, plant and appurtenances (including pavement, tunnels and any subways or extensions thereof, together wtih their appurtenances and equipment, which may be built under the provisions of this ordinance) in first class condition, by making from time to time such expenditures thereon for maintenance, repairs and renewals, as may be necessary or appropriate to give to the public first class street railway service in all respects. To this end, the Company shall make the following expenditures:

(1) The Company shall expend for Maintenance and Repairs during each and every year that the Company continues to operate said street railway system after the expiration of the said three (3) year period of "Immediate Rehabilitation," at least a sum equal to six (6) per cent. of the gross receipts for the particular year, and if the said amount is not so expended for the said purpose by the Company during any one year, then at the end of such year the unexpended portion thereof shall be deposited in a fund, appropriately designated, with one or more of the banks or trust companies authorized to act as depositaries of such funds, under the terms and subject to the conditions of this ordinance (herein referred

to as the depositary) for the purpose of being used whenever necessary for such Maintenance and Repairs.

The said depositaries or depositary shall make payment out of said fund upon the order of the Company, countersigned by the said Board of Supervising penditures:

(2) On or before the fifth (5th) day of each and every month of each and every year that the Company continues to operate said street railway system after the expiration of said three (3) year period of "Immediate Rehabilitation," the Company shall deposit with one or more of the said depositaries in a separate fund, appropriately designated, a sum equal to eight (8) per cent. of the gross receipts of said street railways and property **for the preceding month,** which shall constitute a reserve fund, for taking care of Renewals and Depreciation of said street railways and property; and out of the said fund the Board of Supervising Engineers shall from time to time authorize the payment by the Company of such amounts as are necessary to pay for renewals of the said street railways and property, the portion of said fund remaining unexpended to continue in said fund as a provision for the depreciation of said street railways and property and shall be disposed of as hereinafter provided. No payments shall be made by said Company out of said fund, except on the written certificate of the Board of Supervising Engineers, for renewals, which are hereby defined to be the replacement of any principal part of said street railways or of their equipment or appurtenances; and the Board of Supervising Engineers shall determine by classifications made from time to time what particular items of expenditure shall be considered as Renewals and what particular items of expenditure shall be considered as Maintenance and Repairs under the provisions of this ordinance.

The whole or any portion of such reserve fund for Maintenance and Repairs may be used for maintenance and repairs in addition to the annual expenditure for Maintenance and Repairs. The fixing of the said amount herein as the minimum amount to be expended annually for Maintenance and Repairs, and the fixing of the said amount herein as the minimum amount to be deposited for Renewals and Depreciation, shall not be held or considered as lessening or limiting in any way the obligation of the Company to expend whatever sum or sums may be necessary to be expended for Maintenance and Repairs and to expend whatever sum or sums may be necessary for Renewals, to keep the said street railway system and equipment in first class condition in every respect and at all times.

The amounts expended or deposited respectively as reserve funds, under the foregoing provisions of this Section, shall be considered a part of the Operating Expenses of the street railway system hereby authorized, but in the event that the said street railway system shall be purchased by the said City, or its licensee, at any time under the provisions of this ordinance, the amount then on deposit in each of said reserve funds, or due to be deposited therein at the time of such purchase, shall be turned over to and become the property of the said City or of its said licensee.

The obligation herein assumed by the Company as to the maintenance, repairs and renewals of subways and extensions thereof, shall be held to be confined to that portion of any such subways or extensions, together with the structures and the appurtenances and equipment thereof, which may be used by or be subject to the use of, the said Company under the provisions of this ordinance, and to its fair proportionate share of the cost of maintenance, repairs and renewals of that part of any such subway or extensions or the appurtenances or equipment thereof, which

may be used by or be subject to the use of the Company jointly with the said City or with the said **Chicago City Railway Company,** such proportionate amount to be fixed and determined by the Board of Supervising Engineers.

INSURANCE.

SECTION 17. The Company shall at all times keep insured to its full insurable value, in responsible companies, all buildings, cars and other insurable property, against loss by fire, and the premiums for such insurance shall be paid out of the receipts of said Company, as one of the operating expenses thereof, and in case of the destruction or damage by fire of any such property, the Company shall restore the same or its substantial equivalent at its own cost and not out of the receipts of its said street railways, or in lieu of such restoration, the Company shall deposit, as a part of the reserve fund required by the preceding Section 16, the value of the property so destroyed or damaged, which value shall be estimated by the Board of Supervising Engineers. The Company shall apply to any such deposit or to the cost of any such restoration the insurance moneys received on account of any such loss or damage. If such moneys are not equal in amount to the cost of such restoration or to the amount of the said deposit hereinabove required, the Company will at its own cost and not out of the receipts of said street railway system supply any deficit, and if the amount of such insurance moneys is greater than the said cost or deposit, the overplus shall be deposited with and become a part of and be an addition to the **fund** provided for in the preceding Section 16 for Renewals and Depreciation.

PERSONAL INJURY CLAIMS.

SECTION 18. Out of the gross receipts derived from the operation of the street railway system hereby authorized the Company shall pay as a part of the operating expenses, all damages arising or growing out of injuries to persons or to the property of others incident to the construction, reconstruction or operation of said street railway system accruing subsequent to **January** 31st, A. D. 1907, and the Company may set aside as a separate fund such percentage of said gross receipts as the said Board of Supervising Engineers shall estimate to be sufficient to protect the Company against all such claims, to the end that if the said City, or its licensee, shall elect to purchase the street railway property of the Company as provided by this ordinance, there shall be then available to the Company a fund sufficient to meet and discharge all legitimate claims for such damages. The percentage thus reserved may be changed from time to time by said Board of Supervising Engineers if and whenever they shall consider that the percentage theretofore reserved is either inadequate or excessive.

In case the balance of said fund at any time remaining shall be, in the judgment of the Board of Supervising Engineers, more than sufficient to protect the Company against all then unsettled claims, the Company shall pay to the said City fifty-five (55) per cent of the estimated excess, and the Company at the same time shall be entitled to apply to its own use and benefit forty-five (45) per cent of such estimated excess.

If the said City or its licensee shall purchase the property of the Company as in this ordinance provided **or in case the Company shall become bound to deliver possession of said system of street railways to the City or any licensee of the City in pursuance of any of the provisions of this ordinance,** the Company shall deposit with one or more of the depositaries herein authorized the fund then accumulated under the provisions of this Section, together with such of the "net receipts" of the

Company from the operation of its street railways as shall not have been divided between the Company and the City prior to the giving of the notice by the City or its licensee of its intention to purchase **or to take possession of said system of street railways,** and the Company shall assume and pay and save the said City or such licensee harmless from all such claims for damages, payment for the same to be made out of the fund so deposited upon the order of the Company countersigned by the said Board of Supervising Engineers; but if the fund so retained and deposited shall be more than sufficient to pay and discharge said claims in full, then the said depositary or depositaries shall pay to the said City (or its licensee, as the case may be) fifty-five (55) per cent of such excess and to the Company forty-five (45) per cent of such excess. **If after taking posession of said system of street railways, the City or its licensee shall become bound by any of provisions of this ordinance to restore such possession to the Company, the depositary or depositaries holding such fund shall deliver the same to the custody of the Company to be thereafter held and dealt with as though the Company's possession had not been interrupted.**

The salaries and expenses of the Board of Supervising Engineers after any such purchase and so long as said Board shall continue to act under the provisions of this ordinance shall be paid out of the fund deposited under the provisions of this section.

REGULATION OF SALARIES.

SECTION 19. The Company may pay to the directors, officers, agents and attorneys of the Company as a part of the operating expenses, compensation for their services commensurate with the service actually rendered by them respectively, taking into consideration the compensation paid to directors, officers, agents and attorneys of other corporations or enterprises of similar magnitude and general character for like services, but the said City by written notice thereof may object to the payment thereafter of compensation in excess of an amount or rate specified in such objection to any such director, officer, agent or attorney, and in the event of a disagreement between the Company and the said City as to the proper amount to be paid as such compensation, the matter shall be submitted to the judgment of the said Board of Supervising Engineers whose decision shall be final and binding upon the parties, except that, if either party shall be dissatisfied with such decision of said Board, then such dissatisfied party may make application to any court of competent jurisdiction to pass upon such objection and to determine the amount of the compensation or salary to be paid.

RIGHT OF CITY TO PURCHASE AT ANY TIME.

SECTION 20. The Company by the acceptance of this ordinance, shall and does grant to the said City, and the said City hereby reserves to itself the right, upon the first day of **February** or upon the first day of **August** of each and any year after such acceptance upon giving at least six (6) months' previous notice in writing of its intention so to do, to purchase and take over (but only for municipal operation in case of purchase prior to February 1, A. D. 1927), the entire street railway system of the Company within the said City, including all property then existing which now constitutes the said street railway system **in the possession of and operated by the Receivers of the Chicago Union Traction Company,** with all renewals and repairs thereof, and including all the property, franchises, rights and claims described in the appraisal inventory of said street railway system as of June 30, 1906, made by Bion J. Arnold, Mortimer E. Cooley and A. B. duPont, a copy of

which has been filed with the Comptroller of the said City, on the ..... day of ..... A. D. 1907, except such as may have been sold as authorized by this ordinance, or destroyed or impaired (ordinary wear excepted), and all property then existing which has been purchased or acquired by the Company or by said Receivers, after June 30, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this Section and in Section 7 hereof provided, and all property purchased or acquired by the Company after the passage of this ordinance, and also all extensions of and additions to said street railways made under the provisions of this ordinance (including tunnels and underground trolleys, if any), and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance.

PRICE TO BE PAID BY CITY.

In case the said City shall purchase and take over the street railway system of the Company, as in this ordinance provided, then it shall pay for the same the aggregate of the following items:

1. The value of the property described in said appraisal inventory and the value of all the franchises, rights and claims of every description, to construct, maintain or operate street railways and tunnels in the said City now belonging to or claimed by the Chicago West Division Railway Company, the West Chicago Street Railroad Company, the West Chicago Street Railroad Tunnel Company, the Chicago Passenger Railway Company, the North Chicago City Railway Company, the North Chicago Street Railroad Company, the Chicago Union Traction Company, or any of them, or by the Receivers of any of them, or by any person or corporation claiming under or through any of them (excepting the rights and claims of the Chicago Consolidated Traction Company, hereinafter referred to), which said value of such property and all of said franchises, rights and claims is hereby fixed (for the purpose of such purchase) at the sum of Twenty-nine Million Dollars ($29,000,000).

2. The value of any and all property and equipment and additions thereto supplied, purchased or acquired by the Receivers of the Chicago Union Traction Company as a part of said street railway system, including tunnel reconstruction between the 30th day of June, A. D. 1906, and February 1st, A. D. 1907, including any equipment and additions threto which were in process on June 30th, 1906, of being so supplied, purchased or acquired, but excluding any property described in the aforesaid inventory, and repairs to and maintenance thereof and any expenditures in connection therewith properly chargeable to operating expenses. From such value shall be deducted the value of any property included in said inventory which shall have been destroyed or impaired (ordinary wear excepted) after the 30th day of June, A. D. 1906, and prior to the 1st day of February, A. D. 1907. The value to be allowed under this paragraph Number 2 of this Section shall be determined by the Board of Supervising Engineers immediately after the assumption by said Board of their duties in supervising the work of reconstruction and re-equipment in this ordinance provided for, and shall be reported by said Board to the City Comptroller of said City; and the amount so reported by said Board shall be final and binding upon the parties hereto and shall be conclusively held and taken as the value of the property and equipment in this paragraph specified.

If, at the time appointed for the consummation of such purchase by the City,

the title of the Company shall not be complete and free from any lien or encumbrance (other than such as are herein expressly authorized to be created), that portion of the purchase price specified in subdivisions 1 and 2 of this Section, or so much thereof as the City in its absolute discretion shall deem necessary to be reserved as security, shall be deposited with one or more of the depositaries appointed in accordance with this ordinance, in trust to secure the performance by the Company of its obligations expressed in Section 1 hereof to perfect the title to said street railway system and to provide moneys sufficient to enable the City to perfect such title and to remove liens and encumbrances therefrom, and to indemnify the City against the expenses of such proceedings. The moneys so deposited shall be paid out from time to time by the depositary or depositaries upon the order of the City or the Company for any of the purposes aforesaid, or to reimburse the City or the Company for expenditures made for the purposes aforesaid, or any of them. The certificate of the Mayor of said City or a certified copy of a resolution of the Board of Directors of the Company may be accepted by any such depositary as conclusive evidence of the facts therein stated to warrant any such payment, and shall constitute full authority and protection to such depositary. Provided, that the City shall have the right to designate by ordinance an officer or agent of the City without whose approval no such payment shall be made.

3. The cost of reconstruction and re-equipment of said street railway lines of the Company and of the construction of new lines, extensions, underground trolleys, tunnel re-construction, and other additions to property actually paid by said Company at and prior to said purchase by said City and certified by the Board of Supervising Engineers, or incurred for work actually done or materials furnished with the approval of said Board under completed or pending contracts except those for which special provision is made in subdivision 4 of this Section, together with the percentages thereon as in Section 7 hereof provided, and all amounts which shall then have been contributed by the Company to the City for the construction of subways or extensions thereof, together with five (5) per cent of said last named amounts as hereinbefore provided. Provided that the City may at its option, to be declared by ordinance, either pay or deposit in cash to the order of the Company the portion of the purchase price specified in this subdivision (3) as in this Section provided, or in lieu thereof take over the property purchased by it subject to whatever lien may then exist under and in accordance with the provisions of Section 7 of this ordinance for the security of the bonds or obligations thereby authorized and for the security of the Company in respect of such part of said portion of the purchase price so certified as may not be represented by such bonds or obligations. The City shall have the right, if it elects to take subject to such lien to acquire any or all of the bonds and obligations thereby secured from the holders thereof on any day appointed for the payment of interest, by publishing notice of its intention to do so in like manner as shall be provided in the mortgage or deed of trust mentioned in Section 7 of this ordinance, in case of the exercise by the Company of the right of redemption and by depositing with the trustee or depositary designated in said bonds or in the mortgage or deed of trust securing the same, as in case of redemption, prior to the day specified in such notice, a sum equal to the principal amount of all the said bonds and obligations designated in such notice with interest to said day and, such publication having been completed and such deposit made, said bonds and obligations so designated shall not after the day specified in such notice nor shall any of them be entitled to the benefit or security of any lien upon the system of street railways hereby author-

ized except and until the said bonds or obligations shall respectively be surendered to the trustee or depositary specified in said notice, upon payment of an amount equal to the principal thereof and the accrued interest thereon to the date specified in such notice, and such bonds or obligations shall thereafter be held by such trustee or depositary for the account of the City and delivered to or upon the order of the City. If less than the whole number of said bonds and obligations outstanding are to be acquired at any time by the City, the particular bonds or obligations to be so acquired shall be selected by lot in the manner to be provided in said mortgage or deed of trust, with respect to the selection of bonds or obligations for redemption. Such bonds or obligations when so acquired, shall have equal force and validity and be equally secured by lien upon said system of street railways as when in the hands of the original holders.

4. After the giving of the notice of the election of the said City to purchase said street railway system of the Company, as herein provided, and prior to the date fixed for said purchase, the said Board of Supervising Engineers shall make a written estimate (and furnish a copy therof to the said Company and the said City) of the probable cost of completing any work of construction or equipment provided for by this ordinance, including the construction of new lines, extensions, underground trolleys, tunnel re-construction, or other additions to property and including any extensions of the street railway system of said Company made under the provisions of Section 38 hereof, which work has, and to the extent to which it has, prior to the date of giving said notice, been contracted for by said Company, with the approval of said Board of Supervising Engineers, and (except in the case of the improvement of property as to which the title of the Company is defective, in which case the City may, however, at its option, act hereunder as though such title were not defective without thereby waiving any defect) the said City shall either take over and assume said contracts and procure the release of the Company from all obligation thereunder, or the said City shall, at or prior to the date of the said purchase of the street railway system of said Company, deposit with a depositary or depositaries (authorized to act as such by this ordinance) a sufficient amount of money to pay the cost of completing such contracts according to the said estimate of the said Board of Supervising Engineers, and the said Company shall proceed, with all due diligence and care, to complete said contracts at its own expense and under the supervision of said Board of Supervising Engineers, and the cost of completing the said contracts after the date of such purchase by the City, together with the said additional percentages thereof, shall be paid from time to time by the said depositary or depositaries out of the funds so deposited, upon the written certificates of the said Board of Supervising Engineers. In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose, and in the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the City by the said depositary or depositaries holding the same, and in no event shall the Company be obligated to incur a greater expense in carrying out said contract than the amount so deposited, and in no event shall there be paid to the Company or upon its order out of the amount so deposited any sum in excess of the actual cost to it of completing such contract or contracts, exclusive of said additional percentages, until full performance of its obligations to perfect the title to said street railway system purchased by the City if incomplete and to

provide the City with any moneys necessary to enable the City to perfect such title, if incomplete, and to remove liens and encumbrances therefrom, if any, (other than such as are expressly authorized by Section 7 of this ordinance to be created) and to indemnify the City against the expense of such proceedings as may be necessary for any or all the purposes above specified.

PAYMENT OR DEPOSIT OF PURCHASE PRICE.

Upon the deposit of the sum, if any, required by the above and foregoing paragraph numbered 4 of this Section and the payment to the Company, or the deposit in accordance with the foregoing provisions, in cash of the amounts hereinbefore in paragraphs numbered 1, 2 and 3 of this Section provided for (subject however, to the right of the City to take title subject to certain liens and obligations as in this ordinance provided), or the deposit of said amounts to the extent that the same are immediately payable to the Company, to the order of the Company with one or more of the depositaries authorized to act as such by this ordinance the said City shall have full right and lawful authority, after the notice and upon any of the dates hereinbefore fixed, to take over and possess, as its own property, all the property, plant and equipment of every sort and nature (including tunnels and underground trolleys), then constituting the street railway system of the Company, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance free and clear of all liens and claims of every nature, other than those recognized and used by the City in reduction of the purchase price; except that the said City shall take subject to the payment of a fractional part of the unpaid taxes for the current year upon the said property, rights and equipment, equal to the fractional part of the year for which such taxes have been levied or assessed remaining unexpired at the date of such purchase, and the balance of the taxes shall be treated and paid as a part of the operating expenses prior to the sale of the property.

The property to the possession of which the said City shall then be entitled shall include all of the property then existing which now constitutes the said street railway system with its appurtenances in the possession of or maintained or operated by the Receivers of the Chicago Union Traction Company, including all the property, franchises, rights and claims described in said appraisal inventory and all of the property purchased or acquired by the Company or by said Receivers after June 30, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this section and in Section 7 hereof provided, and all extensions of, or additions to, said street railways, including tunnels and underground trolleys constructed under the provisions of this ordinance, and all rights of the said Company in or to any subways or extensions thereof constructed under this ordinance, and the sums then on deposit as a reserve fund, under the provisions of Section 16 of this ordinance (excepting such property as may have been sold as in this ordinance authorized, or worn out or destroyed: Provided, that in case of property destroyed and not then replaced in kind or in value as provided in Section 17 of this ordinance, adjustment shall forthwith be made at the time of such purchase and the obligation of the Company in that behalf discharged, either in cash or by deduction from the purchase price).

The Company further grants to the said City, and the said City hereby reserve

to itself the right (in addition to the right of purchase hereinbefore granted and reserved) to purchase and take over from the Company at any time prior to February 1st, A. D. 1927, the street railway system, rights and property of the Company, free from any limitation and restriction as to the operation thereof, at the same times and in the same manner at and upon which the City has the right under the foregoing provisions of this section to purchase the same. The price to be paid therefor by the City under the right of purchase in this clause granted and reserved shall be the price at which the City shall then have the right to purchase said property for municipal operation as hereinbefore specified, and in addition to such price a sum equal to twenty (20) per cent. of such price.

In the event that it shall be determined that the City is, at the time this ordinance is passed or at the time this ordinance takes effect without lawful power or authority to acquire or own street railways under the provisions of this ordinance or otherwise, and the City shall thereafter acquire such power or authority, thereupon and after such acquirement the City shall have the right to purchase and acquire said street railways, rights and property under the provisions of this ordinance to the same extent and in the same measure as if said City had full right and lawful authority so to purchase or acquire said street railways, rights and property at the date of the passage of this ordinance and at the date when this ordinance takes effect.

CITY PURCHASE DURING RECONSTRUCTION PERIOD.

SECTION 21. In the event that the said City shall elect to exercise its right of purchase, as in this ordinance provided, at any time prior to the completion of the work of construction, reconstruction, equipment and re-equipment within the time and in the manner provided for in said "Exhibit B," under the head of "Immediate Rehabilitation" it shall take over the same subject to the right and obligation of the Company to complete the said work of "Immediate Rehabilitation" as provided in this ordinance, carrying out the terms and conditions of said "Exhibit B" under the supervision and control of the said Board of Supervising Engineers and receiving therefor the cost thereof and the additional percentages thereon as in Section 7 of this ordinance provided.

In such event, in addition to complying with the provisions of Section 20 of this ordinance, the said City shall deposit at the time of such purchase with some one or more of the banks or trust companies authorized to act as depositaries under the terms of this ordinance a sufficient amount of money to pay for the completion of the said work of "Immediate Rehabilitation," not herein otherwise provided, for which said amount shall be estimated and determined by the said Board of Supervising Engineers, and shall include said additional percentages provided for in Section 7 hereof.

The said cost of completing the said work of "Immediate Rehabilitation," together with said additional percentages thereof shall be paid from time to time by the said depositary or depositaries, out of the funds so deposited with it or them, upon the written certificates of the said Board of Supervising Engineers.

In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose.

In the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the said City by the said depositary or depositaries, and in no event shall the Company be

obligated to incur a greater expense for the work of such construction, reconstruction, equipment and re-equipment, including underground trolleys, tunnel reconstruction and other additions to plant and property, if any, than the amount so deposited, and in no event shall there be paid to the Company, or upon its order, out of the amount so deposited, any sum in excess of the actual cost to it of completing such work, exclusive of said additional percentages, until full performance of its obligations to perfect the title to said street railway system, if the same be incomplete, and to provide the City wth moneys sufficient to enable the City to perfect such title, if incomplete, and to remove liens and encumbrances therefrom, if any, and to indemnify the City against the expense of such proceedings as may be necessary for any or all the purposes above specified.

RIGHT OF LICENSEE TO PURCHASE.

SECTION 22. The Company by the acceptance of this ordinance shall and does grant to the City, and the City hereby reserves to itself, the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City (herein called the "licensee") who or which shall have the right to purchase the street railway system, rights and property of the Company, at the same times and in the same manner at and upon which the City hereunder has the right to purchase the same, subject to the condition that the said licensee shall purchase the same property which the City has herein reserved the right to purchase, and that the price to be paid therefor by the said licensee shall be the price at which the City shall have the right to purchase said property, for municipal operation, and in addition to such price a sum equal to twenty (20) per cent. of such price; but it is expressly provided, however, that the said licensee shall not be required to pay the said additional twenty (20) per cent. or any part thereof, if, before the purchase of said property by such licensee shall be consummated, a valid and binding contract shall be entered into between the City and its licensee, either by the passage of an ordinance and the acceptance thereof or otherwise, which shall limit the beneficial interest of the said licensee and its stockholders, if such licensee is a corporation, in the property purchased and any improvements thereof or additions thereto to a return of the actual moneys invested therein by said licensee and not exceeding five (5) per cent. thereof, in addition thereto, and interest upon the said moneys and the said additional per cent. at a rate not exceeding five (5) per cent. per annum, and which shall provide that all net profits derived from the said property in excess of the beneficial interest of said licensee, limited as aforesaid, shall belong and be paid over to the City.

Nothing in this ordinance, however, shall have the effect or be construed to have the effect of lessening or limiting the right of the City to provide for reducing the rates of fare to be charged by such licensee in the operation of said street railway system or from using the moneys so to be paid over to the said City by said licensee for the purpose of retiring from time to time the stock or other securities issued by said licensee, subject to the limitations of this Section, or from using the said moneys in extending or adding to or improving said street railway system.

The licensee of the City shall have the same option which it is provided in Section 20 of this ordinance that the City shall have to take the said property subject to whatever lien may then have been created under and in accordance with the provisions of Section 7 of this ordinance, with a like right to acquire the bonds or obligations secured by such lien from the holders thereof on the same terms and in the same manner set forth in said Section 20.

If, at the time appointed for the consummation of such purchase by the City's licensee, the title of the Company shall not be complete and free from lien or encumbrance (other than such as are herein expressly authorized to be created), all the provisions of the foregoing Section 20, with respect to the deposit of a portion of the purchase price as security, shall be applicable; and the City shall have the same powers and rights in respect to perfecting the title of its licensee and removing liens and encumbrances therefrom, as are herein granted or reserved for the perfecting of the City's title in case it purchases for its own account; and the Company shall be subject to the same obligations, both in respect to furnishing moneys and in respect to the application of stocks, securities and evidences of indebtedness acquired, controlled or held by it, for the purpose of perfecting the title of the City's licensee and freeing the same from liens and encumbrances, as are provided in the foregoing Section 20, if the City were the purchaser.

The additional percentage, if any required to be paid by this Section as an addition to the purchase price shall, in the event above specified, be deposited as additional security to that in subdivision 2 of said Section 20 provided, and shall become a part of the fund required by said Section to be held in trust for the purposes and subject to the powers therein specified.

The right of the licensee of the City to acquire the said street railway system, rights and property by purchase under the provisions of this ordinance shall in no way be impaired by any lack of power or authority on the part of the City itself to acquire the said street railway system, rights and property for municipal use and operation or otherwise.

Upon the purchase of the said street railway system, rights and property under the provisions of this ordinance, either by the City or by any licensee of the City, all rights of the Company, its licensees or assigns under this ordinance in or to said street railways, rights and property or any part thereof, or the operation thereof, or the proceeds or receipts thereof, shall wholly cease and determine.

RIGHTS OF COMPANY IN CASE CITY DOES NOT PURCHASE FOR TWENTY YEARS.

Section 23. In the event that the said street railways are not purchased by the said City or its licensee as hereinabove authorized, prior to February 1, A. D. 1927, (and nothing in this ordinance contained shall be construed as being in any event a grant to the Company extending beyond February 1, A. D. 1927), the said City shall have the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City as its licensee, to purchase the said street railways, property and rights of the Company at or after February 1, A. D. 1927, upon the same terms that the City could then purchase, and in case such reserved right of purchase be not exercised by the said City or its licensee and the City shall grant a right to another company to operate a street railway in the streets and parts of streets constituting the said street railway system of the Company, such new company shall be required to and shall purchase and take over the said street railways, property and rights of the Company at or after February 1, A. D. 1927, upon the same terms upon which the said City might then purchase and take them over.

RELATIONS WITH CHICAGO CONSOLIDATED TRACTION COMPANY.

Section 24. The Company shall forthwith upon the acceptance of this

ordinance secure, at its own cost and not out of the receipts of said street rail ways, and shall during the life of this grant in like manner maintain the righ and privilege to the Company and to the City, and for the benefit of the publi of using all and any of the street railway lines and tracks forming part o the through routes, or any of them, mentioned and described in Exhibit "C, so far as such routes involve the use of the lines and tracks of the Chicag Consolidated Traction Company and, in case of the establishment of new throug routes, as in this ordinance provided, which shall be laid out in part over th lines and tracks of said Chicago Consolidated Traction Company, the Compan shall secure the right and privilege of using such lines and tracks covered b said new through routes.

The Company may, in its discretion, permit the Chicago Consolidated Tra tion Company, its successors and assigns, to make such use of the lines of railwa hereby authorized as the so-called operating agreement, dated December 1s 1899, between the Chicago Union Traction Company, of the first part, and t Chicago Consolidated Traction Company, of the second part, as modified by t agreement between the same parties dated June 9, 1900, (certified copies of bo of which agreements have been filed with the Comptroller of said City), pu ports to permit and authorize: Provided, that as one of the considerations f the passage of this ordinance the Company agrees that it will at any tin during the life of this grant within six months after being required to do so ordinance of the said City, procure cancellation and termination of any or of the agreements which affect or by their terms purport to affect in any mann the right of operation or maintenance of any of the lines of street railway t right to maintain or operate which is granted by this ordinance to the Compan and to which said agreements the Chicago Consolidated Traction Company any of the corporations, from or through which the said Chicago Consolidat Traction Company has derived any of its property or rights within the corpora limits of the City of Chicago, is a party.

The Company agrees that it will at all times pay or cause to be paid to t City and save the City harmless against the loss or damage if any which m arise to the City by reason of any diminution of the net receipts payable the City under the provisions of Section 25 of this ordinance occasioned by t said agreements or any of them remaining in effect or by reason of the operati of the street railways under the terms of such agreements or any other operati agreements to which the City has not consented. The amount of such loss, dam or diminution shall be determined annually by the Board of Supervising En neers, and such loss, damage, or diminution shall be paid over to the City the Company at the time of and in connection with the annual accounting a division of the net receipts provided for under Section 25 of this ordinance. is agreed, however, that in determining the amount of loss, damage or diminut the said Board shall take into consideration the value of such use of any lines railway of the Chicago Consolidated Traction Company as has been enjoyed by Company for the period of such accounting.

The Company covenants as part of the consideration for the grant of rights and privileges conferred by this ordinance that it will at all times dur the life of this grant secure to passengers the same right of transfer between lines of the Company and the connecting lines of the Chicago Consolidated Tract Company for continuous travel in one general direction for a single fare wit the limits of the City of Chicago as if the said lines of the Company and

said lines of the Chicago Consolidated Traction Company were owned and operated by the Company under the provisions of this ordinance. But this obligation shall cease as to any particular line of said Chicago Consolidated Traction Company upon the expiration of the right of said Company to operate said line under ordinances heretofore passed unless such right be continued in force by proper ordinance.

The Company shall have the right from time to time to make reasonable rules and regulations (approved by the Board of Supervising Engineers) with respect to the transfer of passengers between the lines of street railway operated by it under this ordinance and the connecting lines of the Chicago Consolidated Traction Company, which rules and regulations shall, however, be at all times subject to modification by the City Council of the City of Chicago.

In case the Company shall make default in respect to any of the provisions of this section and any such default shall be established by the judgment or decree of a court of competent jurisdiction, then and thereupon all rights of the Company hereunder shall cease and determine and the Company will on demand, forthwith surrender to the City or to any licensee of the City, possession of the railways and other property described in Section 20 of this ordinance then in its possession, together with all right, title and interest of the Company in said railways and property and any and all funds then on deposit with any of the depositaries under the provisions of Section 16 of this ordinance and the City or its said licensee (or any assignee of said licensee) shall take over and thereafter operate the same subject to the obligation and upon the condition that it shall pay to the Company or upon its order, out of the receipts from the operation of said railways, 5 per cent. per annum in equal semi-annual installments upon an amount equal to the sum which the City would have had to pay as the purchase price of said property for municipal operation if it had then taken possession thereof as the purchaser under the provisions of Section 20 of this ordinance and with the right to retain to its own use all of the remaining net receipts derived from the operation of the said railways. The fund required to be deposited under the provisions of said Section 18 shall be disposed of by the depositary or depositaries under the provisions of said section as if the City or its licensee had purchased the said street railways and property at the time the said City or its licensee took possession of said street railways and property under the provisions of this section.

If at any time after the City or its licensee shall have taken possession as aforesaid and before the first day of February, A. D. 1927, the City shall elect to purchase the said street railway system as provided in Section 20 of this ordinance, or to cause the same to be purchased by its licensee, then the City or such licensee shall consummate said purchase in like manner as if it had not taken possession pursuant to the provisions of this section. In case the City shall not so elect, by giving notice on or before August 1st, A. D. 1926, as in Section 20 of this ordinance provided, then and in such event the City or its licensee shall at least sixty (60) days before the first day of February, A. D. 1927, restore to the Company possession of said system of railways and property so taken from the Company, provided the Company shall then have performed its obligations under subdivision (d) of Section 1 of this ordinance, in its then condition, including all property substituted for property worn out or destroyed, which railways and property shall thereafter be held and enjoyed by the Company under the terms of this ordinance in like manner as if the same had not been surrendered to the possession of the City or its licensee pursuant to the provisions hereof.

The Company further agrees that, in case of purchase by the City, or its

licensee, as in this ordinance provided, it will, at the option of the City, or of such licensee, cause its system of street railways hereby authorized to be conveyed to said City, or its licensee, free and clear of any rights or privileges on the part of the Chicago Consolidated Traction Company, its successors and assigns, or any other person or corporation, to use or enjoy any part of said street railway property so conveyed under any operating agreement, or otherwise; or, if the City, or its licensee, shall so elect, it will cause said above mentioned street railway property to be conveyed to said City, or its licensee, subject to any operating agreement then in force which the City or its licensee may elect to have continued in force.

Until the City, or its licensee, shall elect to have said property transferred, free and clear of any rights and privileges on the part of the Chicago Consolidated Traction Company, its successors or assigns, and shall give notice of such election in writing to the Company, the existence of such rights and privileges, to the extent specified in any operating agreement, the cancellation or termination of which has not been required by the City as aforesaid, shall not be deemed a lien or encumbrance upon the property of the Company, or a defect in its title, within the meaning of any section of this ordinance.

Nothing in this ordinance shall be construed to permit the Company to pay or in any manner obligate itself to pay or cause to be paid out of the receipts of the street railway system hereby authorized any of the indebtedness, either principal or interest, of said Chicago Consolidated Traction Company, its successors or assigns; or any of the operating expenses of said Chicago Consolidated Traction Company, its successors or assigns.

INTEREST RETURN ON CAPITAL INVESTMENT.

Section **25.** On and before the **15th** day of **April** in each year the Company shall come to an accounting and settlement with the said City as of the thirty-first day of **January** last preceding, upon the following basis:

From the gross receipts of the said street railway system and property from all sources and of every kind for the year ending on said thirty-first day of **January** there shall be deducted for such year:

First: (1) All expenses of operation, including maintenance, repairs and renewals; (2) All amounts contributed during said year and then held in reserve under the provisions of Sections 16 and 18 hereof; (3) All amounts paid out for taxes and assessments levied or imposed upon the real and personal property of the Company, including all capital stock or franchise taxes levied or assessed after the year 1906, but not including any taxes which may by any court be ordered to be levied, assessed or collected after the year 1906 on account of the failure of the Company or any person, firm or corporation owning or having an interest in the said street railways or property, to pay any taxes which should have been paid for or on account of such street railways or property prior to the year 1907, and not including any sums paid by the Company to the City for City license fees, if any, exacted from the Company or its employes; (4) all salaries and expenses of the Board of Supervising Engineers by this ordinance authorized, after the period of "Immediate Rehabilitation"; and

Second: a sum equivalent to five (5) per centum per annum for said preceding year upon the amount of the cash purchase price which the said City would then be obligated to pay on account of the items specified in subdivisions 1, 2 and 3 of Section 20 hereof, if it were purchasing the property for municipal operation on

such thirty-first day of January, interest being adjusted as to items added to such purchase price during said year. In case in any year the gross receipts shall not be sufficient to pay in full the items in the "first" and "second" paragraphs of this Section mentioned, then the deficit shall be paid out of the gross receipts of the subsequent year or years.

In case at any time the property of the Company, or any part thereof, shall be subject to any lien or encumbrance, securing an indebtedness, upon which an interest charge is accruing, and which is not subordinate to the right of the City to purchase said street railway system, or cause the same to be purchased by its licensee as in this ordinance provided then and in that case at each yearly accounting a sum equal to the amount of such interest charge accrued for such year, not represented by bonds or evidences of indebtedness held by the Company, or by coupons appertaining thereto and held by the Company, shall be set aside out of said sum of five per centum upon the amount aforesaid, and deposited with one or more of the depositaries appointed in accordance with this ordinance, to be held in trust for the protection of the City against such interest charge and to be paid out for such protection upon the order of the Company in its discretion. Any surplus of said fund above the amount of such interest charge at any time outstanding, shall be paid to the Company. Provided, that if the City shall take possession of said system of street railways by reason of the default of the Company in respect to the obligation expressed in subdivision (d) of Section 1 of this ordinance, then and thereafter such fund shall be subject to the sole control of the City, to be disbursed and applied in like manner as the net receipts which in that event are provided to be held in trust for the purpose of perfecting the title. Nothing herein contained shall be construed to create or recognize any right or interest in said fund in favor of the holder of any such lien or encumbrance or of any obligation thereby secured.

DIVISION OF REMAINING NET RECEIPTS.

After the deduction from the gross receipts of the items hereinbefore in this Section provided, the amount remaining shall be considered as the net receipts for such year arising from the operation of the street railway system hereby authorized, and shall be divided between the Company and the said City in the following proportions: forty-five (45) per cent. to be retained by the Company and fifty-five (55) per cent. to be paid forthwith by the Company to the said City, crediting thereon all amounts paid out during the preceding year by the Company for license fees, if any, exacted from the Company or its employes.

COMMUTATION OF FARES.

It is understood and agreed that the Company's agreement and obligation to pay the the City the fifty-five (55) per cent. of the "net receipts," as hereinbefore provided is based upon its right to charge and receive the fares prescribed in Section 11 hereof and to retain as its own the forty-five (45) per cent. of the "net receipts" as is hereinabove in this Section provided. The said City, however, reserves the right to, and it may at any time commute a sum not exceeding the City's share of the net receipts for the previous year into a reduction of said rates of fare; and thereafter in the event of such reduction of rates of fare the Company may deduct and retain as its share of the net receipts each year an amount equal to what would have been the Company's share of the net receipts of such year had the passengers carried during such year paid the fares prescribed in this ordinance, but the Company, after deducting and retaining its share of said net receipts so

determined, shall pay over to the said City the remainder, if any, of the net receipts for such year less the deductions therefrom hereinbefore provided to be made from the said City's share of the "net receipts" on account of license fees.

CITY TO ESTABLISH SINKING FUND FOR MUNICIPAL PURCHASE.

It is further provided that, subject to the action of the City Council of said City, the said City shall deposit the amount so paid to the said City to the credit of a separate fund to be kept and used for the purchase and construction of street railways by said City; but any failure to comply with this provision shall in no way effect the rights or obligations of the Company under this ordinance.

COMPANY'S RIGHT TO NET RECEIPTS TO BE SUSPENDED IN CERTAIN CONTINGENCIES.

If, at any time, the Company shall be in default with respect to the obligation expressed in subdivision (d) of Section 1 of this ordinance in regard to perfecting title to its property and removing liens and encumbrances therefrom, the Company shall, upon demand, surrender to the City possession of its entire street railway system and the City may enter into possession thereof and of each and every part thereof, maintaining, operating, improving or extending the same, and keeping up the funds described in Sections 16 and 18 of this ordinance, in all respects as the Company might do, and as the Company would be obliged to do, if in possession under the provisions of this ordinance, until the obligation of the Company under said sub-division (d) of Section 1 of this ordinance shall be completely performed, or until the City shall purchase said property, or cause the same to be purchased by its licensee, as in this ordinance provided. Until the happening of one of the events last mentioned, if the City in its absolute discretion shall so elect by notice in writing delivered to the Company, the continuance of the Company in possession shall be subject to the obligation of applying its net receipts as hereinafter in this Section provided until the City elects to take possession as in this paragraph provided.

If, in the event of such default, the City elects to take possession of said property, the Company shall be bound to provide funds sufficient to fulfill all its obligations in respect of extensions, improvements, reconstruction, equipment, re-equipment, and additions to said system of street railways and the contribution of moneys toward the cost of subways and extensions thereof, as though its possession of said system of street railways had not been interrupted.

Whether in case of such default the City elects to take possession or to leave the Company in possession, in either event the receipts of said system of street railways shall be applied as hereinbefore in this Section provided, except that the proportion of net receipts which by this Section the Company is authorized to retain for its own use and benefit shall be paid over to a depositary as in this Section provided, to be, by such depositary, applied in accordance with the provisions of this ordinance next hereinafter set forth to remove any defect of title or any lien or encumbrance, other than such as are herein expressly authorized to be created, which may exist with respect to said system of street railways.

To the extent that the City shall proceed to exercise the powers, or any of them, mentioned in subdivision (c) of Section 1 of this ordinance, said moneys shall be paid out by the depositary upon the certificate of the Mayor of the City and upon the order of such disbursing officer or agent as the City may designate, to provide funds with which to pay the purchase-price of property acquired by the City pursuant to said subdivision, or to indemnify the City for expenses incurred in

the exercise, or attempted exercise, of its powers, as in said subdivision provided. In the event that the City shall elect to leave the Company in possession of said property as aforesaid, the City shall have the additional right to require the depositary, upon like certificate and order, to pay out said moneys for any or all the purposes aforesaid in the absolute discretion of the City, irrespective of the limitations contained in said subdivision (c) of Section 1 of this ordinance. Such certificate of the Mayor shall be conclusive evidence to the depositary of the facts therein stated.

The depositary may also pay out said moneys upon the order of the Company for the acquisition or extinguishment of any outstanding title, estate, interest, lien, encumbrance, claim or demand, constituting a defect of title of the Company's property, but no such payment shall be made on the order of the Company without twenty (20) days' previous notice in writing to the City Comptroller of said City, which notice shall specify the particular title, estate, interest, lien, encumbrance, claim or demand to be acquired or extinguished, and the name of the holder or holders thereof, to whom payment is proposed to be made and the amount of such payment. A certified copy of a resolution of the board of directors of the Company, requesting such payment and stating the facts claimed to justify the same, shall be conclusive evidence to the depositary of the facts so stated, in the absence of notice of objection by the City, as next hereinafter provided. If, within said period of twenty (20) days, the City, by notice in writing delivered to the depositary, shall object to such proposed payment and shall agree to waive any default, or supposed default, by reason of the existence of such alleged title, estate, interest, lien, encumbrance, claim or demand, and to take title or cause its licensee to take title to said system of street railways subject thereto in the event of purchase by the City or its licensee, pursuant to the provisions of this ordinance, then and in that event the depositary shall not make the payment referred to in such notice given to the City by the Company, but shall set apart out of the proportion of the net receipts aforesaid in its hands and shall hold an amount equal to such proposed payment upon the specific trust to pay the same, with all accumulations to the City in either of the following events, namely:

(1) If the City shall, at its own expense, cause the said title, estate, interest, lien, encumbrance, claim or demand to be extinguished or conveyed or transferred to the Company.

(2) If the City shall purchase said street railway system, or cause the same to be purchased by its licensee, as in this ordinance provided, and shall take title to said street railway system subject to such outstanding title, estate, interest, lien, encumbrance, claim or demand without deduction from the purchase-price on account thereof.

At the beginning and at the end of any such period during which the Company's right to receive or retain for its own use and benefit a portion of said net receipts shall have been suspended, as hereinbefore provided, there shall be an accounting in respect of the receipts of said street railway system, to which the depositary shall be a party, substantially as provided in Section 25 of this ordinance with respect to the annual account; and any balance of net receipts in the hands of the depositary not expended as aforesaid, accruing prior to the expiration of such period shall be paid to the City, if the City was in possession during such period, or to the Company, if the Company was in possession during such period, and the Company shall be entitled to receive at the time and subject to the con-

ditions hereinbefore in this Section and in Section 18 set forth the share of said net receipts hereinbefore mentioned, accruing after the expiration of such period.

If the City shall enter into possession of said system of street railways, as in this Section provided, it may retain such possession for not more than six months after said title to said system of street railways is perfected as aforesaid and after receiving six months' notice thereof in writing from the Company; and if, while in possession under the authority of this Section, the City shall give notice of its intention to purchase said street railway system of the Company, or to cause the same to be purchased by its licensee, the City shall be under no obligation thereafter to surrender such possession by reason of such title having been perfected, unless the City or its licensee shall fail to consummate the purchase at the time specified in such notice.

CAPITAL INVESTMENT LIMITATION.

Section 26. The Company shall not be required on account of any extensions of subways or on account of underground trolleys, or on account of any extensions of its street railways (other than the extensions provided for in Exhibit A, and in Section 38 of this ordinance, and six (6) miles of double or twelve (12) miles of single track per annum, as in Section 3 hereof provided), to increase its total capital investment to such an extent that the return thereon over and above the interest charge of five per cent. thereon by this ordinance authorized, would be reduced to an inadequate or unreasonably small amount.

DEPOSITARIES.

Section 27. Any state or national bank or trust company in the City of Chicago or in the City of New York which has a capital stock and surplus amounting to at least one million dollars ($1,000,000) may be selected and can act as a depositary under the provisions of this ordinance; provided, that no moneys shall be deposited with any such depositary under the provisions of this ordinance to an amount exceeding the total capital stock and one-half of the surplus of such depositary; and provided, further, that all deposits authorized or required by this ordinance (except deposits of purchase-money in the event of purchase of said street railway system by the City or its licensee) shall be made with depositaries in the City of Chicago.

DEPOSITS.

Section 28. The Company shall have the right to select the particular depositary or depositaries with which it shall deposit any of the funds required to be deposited by the Company under the provisions of this ordinance, and the Company shall at all times be held responsible for any loss or impairment of any such deposit, and shall promptly make good and restore at its own cost, and not out of the receipts of said street railways, any such loss or impairment. The City or its licensee, as the case may be, shall have the right to select the particular depositary or depositaries with which shall be deposited the funds required to be deposited by the City or its licensee, in the event of purchase of the said street railways by the City or its licensee under the provisions of this ordinance, and the City or its licensee, as the case may be, shall at all times be held responsible for any loss or impairment of any such deposit made by it, and shall promptly make good and restore any such loss or impairment.

Provided, that in all cases where, under the terms of this ordinance, the City is authorized or required to make any deposits of money, the City shall be free from any responsibility for loss or impairment of any such deposit, if not less

than thirty days prior to the making of such deposit it shall give notice in writing to the Company of the names of the depositaries in which it shall propose to make such deposit. And the Company, if not satisfied therewith, shall give notice in writing to the City not less than twenty days after receiving such notice from the City. The notice of the Company may direct the City not to make such deposit, or any specified portion of it, with any depositary or depositaries so named by the City of which the Company may disapprove, and in such case such notice by the Company shall contain the names of qualified depositaries from which the City may choose in lieu of the names so disapproved of by the Company, and the number of the names of depositaries in such notice by the Company, from which the City is to choose, shall be at least five in excess of the number of depositaries which the Company shall disapprove of as stated in such notice. And the City, upon making deposits, in accordance with the terms of this proviso, shall be free from any responsibility for loss or impairment of any such deposits.

INTEREST ON DEPOSITS

SECTION 29. Appropriate provision for the payment of reasonable interest on any funds deposited under the provisions of this ordinance shall be made with the depositary or depositaries of such funds by the party making such deposit. All interest which may accrue upon or be payable on account of any funds deposited under the provisions of this ordinance and any commission or allowance made directly or indirectly by any depositary on account of the funds deposited with it shall be held and considered as a part of the principal fund so deposited and shall be added to such fund as a part thereof.

The Company shall make daily deposits, with some depositary or depositaries authorized by this ordinance, of all moneys received by the Company from the operation of the said street railways and property, and shall make appropriate provision for the payment of reasonable interest on the moneys so deposited by such depositary or depositaries, which interest shall be added to and be held and considered as a part of the gross receipts of the said street railway system and property.

ANNUAL REPORTS.

Section 30. The Company, so long as it continues to operate any of the said street railways under this ordinance, and on or before the tenth day of April in each year shall prepare and file with the City Comptroller of said City annual reports for the preceding year ending on the 31st day of January.

Such reports shall be in writing, verified by the affidavit of the Auditor of the Company, setting forth in reasonable detail, according to forms prescribed by said Comptroller, the character and amount of business done by the Company for the year immediately preceding such report and the amount of receipts from and the expenses of conducting the said business, and the said City Comptroller, or accountants authorized by him, under the direction of the Mayor or City Council of said City, shall have the right at all reasonable times to examine all the books, vouchers and records of the receipts and expenditures of the Company, for the purpose of ascertaining the accuracy of the reports herein required and the rights of the said City under this ordinance. The Board of Supervising Engineers shall have power to prescribe the form and manner in which the books and accounts of the Company shall be kept, subject to the approval of the City Comptroller. There shall be also an annual audit of the accounts of the Company covering all receipts and expenditures for the year ending on the thirty-first day of January next pre-

ceding, and a formal written report by public accountants selected by the City and the Company, the expenses of such audit and report to be paid out of the gross receipts of the Company as an operating expense.

In the event of any purchase of the street railways and property of the Company under the provisions of this ordinance, on the first day of **August** of any year, there shall be an accounting and report for the preceding six months similar in character to that hereinbefore provided.

COMPANY TO MAINTAIN OFFICE IN CITY.

Section **31.** The Company shall not remove its principal office or any of its books (except bond registry and stock transfer books), records, accounts, contracts or original vouchers of receipts and expenditures beyond the limits of the said City, and shall maintain an office within said City so long as the Company continues to operate any part of the street railways mentioned and provided for in this ordinance under the provisions hereof.

FORFEITURE FOR NON-COMPLIANCE.

Section **32.** The Company, by the acceptance of this ordinance, expressly agrees with the said City and obligates itself fully to comply with all of the terms and conditions of this ordinance throughout the period of time covered hereby, and so long as the Company continues to operate any street railways in said City under or by virtue of the authority hereof.

The Company further agrees that in the event that it shall make default in the observance or performance of any of the agreements or conditions herein required to be kept and performed by it **(other than the obligations stated in subdivision (d) of Section 1 of this ordinance as to which special provision has been made in Section 25 of this ordinance, provided the Company has fully complied with the provisions of said Section 25),** and if any such default shall continue for a period of three (3) months (exclusive of all times during which the Company may be delayed or interfered with, without its connivance, by unavoidable accidents, labor strikes or the orders or judgments of any court entered in any suit brought without its connivance), after written notice thereof to it from the said City, then and in each and every such case, the said City by its City Council shall be entitled to declare this grant and all of the rights and privileges of the Company to maintain and operate street railways in any of the streets or public ways of the said City to be forfeited and at an end; provided, however, that should the Company, for its corporate purposes, pledge or mortgage its street railway property or any of the rights secured to it by this ordinance, or any security representing the said property or rights, for the security of the payment of its notes, bonds, or other evidences of indebtedness maturing **not later than** February 1, A. D. 1927, the amount thereof not being in excess of the value of all the property and rights of the Company, as defined in Section 20 hereof, such right of forfeiture of this grant by reason of any violation by the Company of the provisions of this ordinance shall not be asserted or exist against such pledgee or pledgees, mortgagee or mortgagees, or any of them, and shall not impair or affect the right of such pledgee or pledgees, mortgagee or mortgagees, to recover by foreclosure or other legal process against all the property of the Company, including the rights and privileges hereby granted, the face value of said notes, bonds or other evidences of indebtedness, or any security representing the said property or rights to an amount, however, not in excess of the sum for which the City would then have the right under the terms of this ordinance to purchase the said street railway property

for municipal operation; and it is hereby stipulated that any notice of default by the Company, upon which a forfeiture shall be claimed, shall also be given by the said City to the trustee or mortgagee of record in any trust deed or mortgage securing such indebtedness. The purchaser at any foreclosure or other sale shall acquire no other or greater rights or privileges than are hereby conferred, and such purchaser shall hold said property, so purchased at such foreclosure or other sale, subject to the right of purchase at any time, thereafter, as herein provided, by the said City, and also subject to the right of purchase by any licensee of the said City, upon the same terms as the said City might purchase and acquire said property, but without payment in either case of the additional twenty per cent. provided for in Sections 20 and 22 of this ordinance; and also subject to the continuing terms, conditions and limitations of this ordinance, including the forfeiture provisions to the same extent as if the said purchaser had been the original grantee hereunder except that such purchaser shall have no right to execute or deliver any mortgage, trust deed or other encumbrance on said street railways, rights and property or any part thereof without the consent of said City.

The City shall have the right to bid and become the purchaser at any such foreclosure or other sale.

The said Company further expressly agrees that, by the acceptance by it of this ordinance, it is obligated to complete the said work of "Immediate Rehabilitation" provided for in said "Exhibit B" within the time and in the manner set forth in said Exhibit (due allowance being made for any and all delays or interruptions arising without its connivance by unavoidable accidents, labor strikes, or the orders or judgments of any court entered in any suit brought without its connivance), and if the Company shall fail or neglect to proceed with the said work of "Immediate Rehabilitation" with all reasonable diligence and promptness after the acceptance of this ordinance by the Company, or to complete the said work within the time prescribed in said "Exhibit B," and said Board of Supervising Engineers shall certify to the City Council of the said City that the Company has failed or neglected to so proceed with said work, or has failed or neglected to complete the work in the time specified in "Exhibit B," the Company shall be and is obligated to pay to the said City for each day that such default or neglect shall continue, the sum of ten thousand dollars as liquidated damages; and if the Company shall, at any time after the acceptance of this ordinance by it, fail to comply with the provisions hereof with regard to the maintenance of first class street railway service over and upon its said lines of street railways, the said City shall have the right to sue for and recover in any court of competent jurisdiction the sum of not less than fifty dollars and not more than five hundred dollars for each and every such failure and each and every day that such failure shall continue shall be taken and held to be a separate offense; but the payment of such penalties shall not in any manner release the liability of the Company to incur a forfeiture of all its rights and privileges under this ordinance, as hereinabove in this Section provided.

WAIVER OF RIGHTS.

SECTION 33. The Company, in consideration of the grant made by this ordinance, upon the terms and conditions herein expressed, agrees to waive, surrender and release, and by the acceptance of this ordinance the Company does waive, surrender and release, all and every one of the rights and claims of every kind and nature in respect to the location, maintenance, operation or exclusion of street railways in the streets, or any of them, of the said City now or hereafter vested or

claimed to be vested in the Chicago West Division Railway Company, the Chicago Passenger Railway Company, the West Chicago Street Railroad Company, the West Chicago Street Railroad Tunnel Company, the North Chicago City Railway Company, the North Chicago Street Railroad Company, and the Chicago Union Traction Company, or in the Receivers of any of said Companies, and the Company hereby agrees to execute from time to time such further instruments of waiver, surrender and release of such rights and claims as the City may reasonably require, and the Company by the acceptance of this ordinance further covenants and agrees that it will not permit the stocks, securities or evidences of indebtedness of any of said Companies which it may at any time acquire, or any estate, interest or power of control which may exist in it by reason of the possession of such stocks, securities and evidences of indebtedness, or any of them, to be so used as to promote or sanction the assertion of any right or claim hereby agreed to be waived, surrendered and released.

TUNNEL RE-CONSTRUCTION.

SECTION 34. The Company, upon its acceptance of this ordinance, shall diligently proceed to finish and complete the work of lowering and re-constructing the tunnel under the south branch of the Chicago River at or near Van Buren Street, now in progress according to plans and specifications therefor prepared by Samuel G. Artingstall, Chief Engineer, and approved by the Secretary of War; said work of lowering and re-constructing of said tunnel according to said plans and specifications being now performed by the Great Lakes Dredge and Dock Company under a contract in writing, dated July 24th, 1906, between it and the Receivers of the Chicago Union Traction Company.

The said Company shall, also, upon its acceptance of this ordinance diligently proceed with the work of construction of a false roof in the tunnel under the south branch of said river at Washington street, and with the removal of the crown of said tunnel, as provided in and by an ordinance of the City Council of the City of Chicago in relation to that subject, passed June 18, 1906, said work being now in progress according to plans and specifications therefor, approved by the Commissioner of Public Works, and being performed by Angus Brothers and Company, under a written contract dated July 24th, 1906, between said Angus Brothers and Company and the Receivers of said Chicago Union Traction Company. The said Board of Supervising Engineers forthwith upon its organization shall prepare plans and specifications for the complete reconstruction of the tunnel under the Main Chicago River at La Salle street, including the work of removing the present tunnel at said La Salle street so far as the same may be necessary to meet the requirements of the Government of the United States as to navigation of the Chicago River at said point, and so far as may be necessary to allow the complete re-construction of the tunnel at said street, and also shall forthwith proceed to prepare plans and specifications for the additional work necessary for the complete reconstruction of said Washington street tunnel and submit both said plans and specifications to the Commissioner of Public Works of the City for his approval subject to such direction, if any, as the City Council of said City may prescribe. Upon such approval the Company shall diligently proceed under contracts to be approved by said Board of Supervising Engineers to the complete reconstruction of said Washington street and said La Salle street tunnels according to said plans and specifications.

Said work of re-construction shall be done in a safe, secure and workmanlike manner to the satisfaction, and with the approval of the Commissioner of Pub-

lic Works, and under the supervision of said Board of Supervising Engineers. Whatever detailed plans or specifications may be necessary in the opinion of said Board of Supervising Engineers shall be provided during the process of said construction and shall be subject to the approval of said Commissioner of Public Works.

The Company by the acceptance of this ordinance agrees to construct such connections with and modifications of said tunnels and their approaches as may be determined by the Board of Supervising Engineers for the purpose of utilizing such tunnels in connection with any subway constructed under this ordinance.

CITY'S RIGHT TO INTERVENE.

Section **35.** The Company by the acceptance of this ordinance shall and does grant to the said City, and the said City hereby reserves to itself the right to intervene in any suit or proceeding brought by any person, firm or corporation seeking to enjoin, restrain or in any manner interfere with the Company in the doing of any work called for by this ordinance, or involving the observance or performance of any of the agreements or conditions herein provided to be kept or performed by the Company, or in any suit to foreclose or enforce any lien, mortgage or trust deed against it and to move for a dissolution of such injunction or restraining order in such suit, and take any other appropriate steps to protect the rights of the said City in case it shall deem such action necessary and appropriate to protect the interests of the said City.

BOARD OF SUPERVISING ENGINEERS.

Section **36.** Immediately upon the acceptance of this ordinance by the Company, there shall be organized a Board of Supervising Engineers in the manner following:

Within thirty (30) days after the acceptance of this ordinance as hereinafter provided, the Company shall appoint an engineer to represent it on said Board, and shall notify the Mayor of said City, in writing, of the name and address of such engineer; and within thirty (30) days after such notice the said City shall appoint an engineer as its representative on said Board (which appointment shall be made by the Mayor of the said City and shall be subject to the approval of the City Council), and shall notify the Company in writing of the name and address of its said engineer.

Bion J. Arnold is hereby selected and appointed the third member of said Board. The said City or the Company may respectively, at any time and from time to time, remove its representative on said Board, and may also respectively from time to time, appoint an engineer to represent it upon said Board, whenever and as often as it shall fail to have a representative upon said Board from any cause whatsoever. No such removal or appointment shall take effect until written notice thereof has been given to the other party by the party making such removal or appointment.

The said City and the Company may, at any time and from time to time, remove the third engineer from said Board, and may also select and appoint a third engineer to be a member of said Board, whenever and as often as a vacancy in said Board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said Board.

In the event that any vacancy in the position of third engineer upon said Board shall not be filled by the selection of a third engineer by said City and the

Company within thirty (30) days after such vacancy shall arise, then the persons then acting as judges of the (main) Appellate Court for the First District of Illinois, or a majority of them, may fill such vacancy on said Board by appointing a competent engineer thereto upon the application of said City or the Company, after ten days' written notice having been given to the other party of such application.

In case either the said City or the Company desires the removal of the said third engineer and the appointment of another engineer in his place, the party desiring such removal and new appointment may, upon giving ten (10) days' written notice thereof to the other party, apply to the said judges for such removal, and the said judges or a majority of them shall within ten (10) days from and after such application set the same for informal and summary public hearing, at which the party desiring the removal shall publicly present its reasons for asking such removal.

Upon such application of either the said City or the Company, the said judges or a majority of them shall have the power, but shall not be required to remove the said third engineer. The third engineer shall not be removed by the said judges or a majority of them at any time, except upon the application of either the said City or the Company.

Upon the refusal or failure of the said Judges then constituting the (main) Appellate Court for the First District of Illinois, or a majority of them, to make the appointment herein authorized within thirty (30) days after being requested so to do, either the said City or the Company may, upon giving ten (10) days' written notice to the other party of its intention so to do, apply to any judge of the Circuit Court of Cook County, Illinois, for the appointment of a third engineer to fill any vacancy existing in said position, and the judge so applied to shall have the power to appoint such third engineer, who, when appointed, shall be a member of said Board, and shall be subject to removal in the manner hereinabove provided.

Either the Company or the City shall have the right to apply to any court of competent jurisdiction for the removal of any member of said Board of Supervising Engineers for fraud, corruption or failure to perform in good faith his duties under this ordinance.

A majority of said Board of Supervising Engineers shall at all times be authorized to exercise the powers conferred by this ordinance on said Board.

All words in this ordinance contained purporting to give authority to said Board of Supervising Engineers shall be construed as giving such authority to a majority of said Board.

SALARIES AND EXPENSES OF BOARD.

The said Board of Supervising Engineers shall maintain an office in the said City and shall employ the necessary assistance and purchase the necessary supplies and materials to enable it properly to perform its duties under this ordinance.

The said third engineer shall be ex-officio Chairman of the Board, and shall be paid for his services as a member of said Board compensation at the rate of $15,000 per annum.

During the period of "Immediate Rehabilitation," said Bion J. Arnold, so long as he continues to act as a member of said Board, shall, in addition to his duties as a member of said Board of Supervising Engineers, act as Chief Engineer of the work contemplated in this ordinance, and shall receive as additional compensation for such service, the sum of $15,000 per annum. In such capacity he shall have

charge of the preparation of the plans and specifications, and the general direction of the entire work, and of its inspection during construction. Said plans and specifications and system of inspection shall be subject to the approval of the Board of Supervising Engineers.

Each of the other two members of said Board shall, in addition to attending the monthly meetings of the Board attend such other meetings as may be called by the Chairman, and be paid for his services as a member of said Board, compensation at the rate of $100 per day, and his traveling and living expenses while away from his home, and actually engaged upon this work, it being understood that his total compensation for services shall not be less than $3,600 nor more than $10,000 per year. The Chairman of said Board shall call a meeting of said Board at any time upon the request of the President of either of said Companies or of the Mayor of the City.

The salaries and expenses of said Board of Supervising Engineers during the period of "Immediate Rehabilitation" provided for in this ordinance shall be added to and form a part of the cost of such "Immediate Rehabilitation," but thereafter shall be paid out of gross receipts, as an operating expense.

In case the said ordinance to the said **Chicago City Railway Company** is passed and accepted, **as therein provided,** the third engineer and the engineer representing the City on the Board of Supervising Engineers created by said ordinance shall be the same persons who act as the third engineer and the engineer representing the City, respectively, in the Board of Supervising Engineers created by this ordinance; and the said **Chicago City Railway Company** and the Company shall agree upon one engineer as their joint representative upon said Board; but in case they do not so agree, each of said Companies may select its own representative, who shall in such case act as a member of said Board only in the consideration and determination of matters relating to the street railways and property of the particular Company he represents.

In the determination of any matter relating to subways and through routes and all other matters in which said companies are jointly interested the representative of each of said companies on said Board of Supervising Engineers shall be entitled to one-half of a vote.

In case said ordinance to said **Chicago City Railway Company** is passed and accepted **as therein provided,** the salaries and compensation of said engineers provided for in this ordinance shall include all compensation or salaries payable to said engineers under said other ordinance without duplication, and shall be equitably apportioned by the said third engineer between the said two Companies, taking into consideration the work done by said Board under the said ordinances, respectively, and the determination of said third engineer as to such apportionment shall be final and binding upon the parties whose interests are therein concerned.

CITY TO RESERVE POLICE POWER.

Section **37.** Nothing in this ordinance contained shall be construed as depriving the said City of the right of exercising any police power which it would have possessed or enjoyed had this ordinance not been granted.

The enumeration herein of special requirements and specific regulations shall not be taken or held to imply the relinquishment by the said City of its power to make other requirements or regulations, and the said City hereby expressly reserves the right to make all regulations which may be necessary to secure in the most ample manner the safety, welfare and accommodation of the public, including among

other things the right to pass and enforce ordinances to protect the public from danger or inconvenience in the management and operation of street railways throughout the said City and the right to make and enforce all such regulations as shall be reasonably necessary to secure adequate and sufficient street railway accommodations for the people, and insure their comfort and convenience.

The said Council may vest any or all matters of administration under this ordinance, including such thereof as are herein vested in the Mayor, Comptroller or other City officials named in this ordinance or in said "Exhibit B" attached hereto (but excepting those herein vested in said Board of Supervising Engineers), in a Department or Bureau of Local Transportation, or in its City Engineer, or in any official or employes of said City.

COMPREHENSIVE RECONSTRUCTION AND UNIFIED OPERATION ASSURED.

Section **38.** For the purpose of carrying into effect the purpose and desire of the said City to provide for the unified operation and the comprehensive reconstruction of all the street railways within said City, an ordinance similar to this ordinance in general provisions and character, covering the system of street railways now maintained and operated by the **Chicago City Railway Company,** granting to **said** Company the right to operate said system, has been presented for passage by the City Council of said City, concurrently with this ordinance, and it is hereby expressly provided that in the event that the Company accepts this ordinance and files the bond as required in this ordinance within the time herein prescribed, and the said **Chicago City Railway Company** fails to accept the said ordinance after its passage and within the time and according to the terms provided therein, or in any ordinance amendatory thereof or supplementary thereto, the Company hereby obligates itself to extend and operate its street railway system over and upon the streets and parts of streets in the said City covered by the said ordinance to the said **Chicago City Railway Company,** so far as and to the extent that the rights of the **company or** companies now operating the street railways upon such streets and parts of streets cease and expire by limitation or otherwise, the said street railway system of the Company to be extended over each such street or part of street as rapidly as and to whatever extent the said City is able to and does confer upon the Company lawful authority to construct and operate street railways upon such streets and parts of streets, respectively, and deliver to the Company peaceable possession thereof for such purposes. And the Company hereby agrees to construct and operate in each such street and part of street so turned over to it as aforesaid, the street railways and equipment required by the ordinance to said **Chicago City Railway Company** to be constructed by it therein, **including** the making of the contribution for the construction of subways and extensions thereof provided for in said last mentioned ordinance.

And the said Company agrees that it will furnish the necessary moneys to pay or to enable said City to pay for the physical property constituting the street railways and equipment in any such street or part of street which the City or its licensee may be authorized or required to purchase under and in accordance with the terms of the ordinances of said City which have been heretofore passed and are now in force with respect to any such street or part of street, respectively, property so purchased to be turned over to the Company as a part of the extension of the Company's system provided for in this section, and the moneys so paid or advanced shall be held and considered as a part of the expense of making such extension. For the purpose of making any such extension the Company

agrees that it will, when authorized and required by the City, purchase and pay for the physical property constituting the then existing street railway and equipment located upon any street or part of street turned over to the Company under the foregoing provisions of this section, provided the price to be paid for such property shall not exceed the value of the same for street railway purposes as estimated by the Board of Supervising Engineers, and that, when acquired, said property shall be used by the Company as a part of the extension of its system upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

All such extensions of the Company's system and the operations thereof shall be subject to the provisions of this ordinance, in the same manner and to the same extent as if herein expressly provided for as a part of the street railway upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

The construction and equipment of all such extensions shall be made under the supervision of and the cost thereof determined by the said Board of Supervising Engineers, and such extensions shall be in all respects subject to the provisions of this ordinance as to purchase by the said City or its licensee, the determination of the character and cost of construction, reconstruction, equipment and re-equipment, the annual return to the Company upon its investment, the division of profits with the said City and the operation of such extensions by the Company, so far as such provisions can be made applicable thereto.

The City agrees that, in case it shall require the Company to extend its street railway system over or upon any street or part of street covered by the said ordinance to the said Chicago City Railway Company, under the provisions of this section, the Company shall have the right to extend its street railway system over and upon all of the streets and parts of streets covered by the ordinance of the said Chicago City Railway Company, upon the terms specified in this section, when and as soon as the now existing rights of other companies in said streets or parts of streets, respectively, shall expire or be terminated.

ORDINANCE BINDING UPON SUCCESSORS AND ASSIGNS.

Section **39.** This ordinance shall inure to the benefit of and be binding upon the lessees, successors and assigns of the Company, and they and each of them shall be bound by all and every its provisions by the Company to be kept and performed, precisely as if in every case they had respectively been named herein with the Company.

LEASE OR ASSIGNMENT.

Section **40.** No lease or operating agreement and no assignment, except by way of mortgage or trust deed, under the provisions and limitations of this ordinance, shall be made by the Company without the consent of the City Council of said City.

No mortgage, trust deed or other instrument given by the Company shall impose any lien upon or create any rights in the said street railways, property and rights, without the same being made specifically subject to all the limitations, conditions and provisions of this ordinance, including the right of the said City or its licensee to acquire the said property and rights upon the terms and in the man-

ner in this ordinance provided, and in the event of such purchase, the lien of such mortgage, trust deed, or other encumbrance, and all other liens upon said street railways, property and rights or any part thereof, shall be discharged from said street railways, property and rights and shall attach to the proceeds of sale thereof, except in a case in which it is expressly provided by this ordinance that the purchase may be made subject to such lien or encumbrance and in which the City or its licensee has elected to purchase subject thereto; and except in the case last referred to, the City shall be, and by the acceptance of this ordinance is, irrevocably authorized by the Company in the event of such purchase, to pay to the trustee under any such trust deed, or to the holder of any such mortgage, out of said purchase-money, an amount sufficient to pay the principal and interest then due or accrued upon any obligation secured by such mortgage or trust deed, and to make such other appropriate disposition of any part of said purchase-money as may be necessary for the protection of any lien or right hereby transferred to the proceeds of sale.

WARRANTY OF TITLE.

Section 41. Whenever the City, or its licensee, shall desire to purchase and take over the street railway system of the Company within the said City, as in this ordinance provided, and shall comply with the provisions of this ordinance with respect to making such purchase and payment therefor, the Company shall, by good and sufficient written instruments to that end, transfer to the City, or its licensee, as the case may be, all its said street railway system and property, free from all claims and liens, except as otherwise in this ordinance expressly provided in case the City or its licensee elects to take subject to any lien or encumbrance, and the Company shall warrant the title to all of the property so transferred to the City or its licensee, to be complete and free from all claims and liens whatsoever except as aforesaid, and shall pay to the City, upon demand, any amounts which the City may be compelled to pay to perfect such title, if incomplete, or to remove any lien or encumbrance, as provided in subdivision 2 of Section 20 hereof, and shall also warrant that there are no outstanding rights in the streets or parts of streets occupied by its street railways, in any person or corporation, derived through or under said Company, or any of the Companies mentioned in Section 33 hereof, except the rights of the Chicago Consolidated Traction Company, under any operating agreement then in force with the consent of the City, in case the City or its licensee shall elect to take title subject to such operating agreement.

BOND.

Section 42. The Company shall forever indemnify and save harmless the said City against and from all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be recoverable from or obtained against the said City, for or by reason of the granting of the privileges hereby conferred upon the Company, or for or by reason of or growing out of or resulting from the exercise by the Company of the privileges hereby granted, or any of them, or from any act or acts of the Company, its servants or agents, under or by virtue of the provisions of this ordinance.

And the Company shall, within the time limited for the acceptance of this ordinance, file with the City Clerk of said City its bond to the said City, in the penal sum of One Hundred Thousand Dollars, conditioned that it will forever indemnify and save harmless the said City as aforesaid; provided, however, that the giving of said bond or the recovery of a judgment or judgments thereon by

the said City shall not be construed as measuring, lessening or limiting the liability of the Company to the said City under any provisions of this ordinance.

RIGHTS AND OBLIGATIONS DATE FROM FEBRUARY 1, 1907.

Section **43.** If the Company shall accept this ordinance within the time limited therein for the acceptance thereof, then the rights and obligations of the City and the Company under this ordinance shall be the same as if this ordinance had been passed on **February** first, A. D. 1907, and had been accepted by the Company on **February** first, A. D. 1907, and accounting shall be had as between the City and the Company as of that date.

ACCEPTANCE.

Section **44.** This ordinance shall take effect and be in force from and after its acceptance by the Company, under its corporate seal; provided that, if the Company shall not file with the City Clerk the penal bond hereinabove mentioned and its formal acceptance of this ordinance and of all its terms and conditions within **one hundred and twenty (120)** days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect.

EXHIBIT A.

Chicago Railways Company.

Schedule of streets upon which shall be maintained and operated tracks not exceeding two except where otherwise noted.

Adams street, from State street to Center avenue.

Alley first south of Washington boulevard, between Western avenue and Campbell avenue, from Western avenue to the west line of Lot 67, in L. D. Boone's Addition, in Section 12, 39, 13. Single track.

Alley, first public alley lying west of Clark street and between Clark street and Orchard street, running northerly from Sherman place: from at or near Sherman place to north end of said alley.

Alley, first north-and-south public alley west of Sheffield avenue, lying between Wrightwood avenue and Lill avenue; from Wrightwood avenue to Lill avenue. Single track.

Armitage avenue, from Milwaukee avenue to Elston avenue.
Armitage avenue, from Milwaukee avenue to 44th avenue.
Ashland avenue, from 31st street to Blue Island avenue.
Ashland avenue, from Blue Island avenue to 12th street.
Ashland avenue, from Lake street to Clybourn place.
Ashland avenue, from Fullerton avenue to Belmont avenue.
Ashland avenue, from Belmont avenue to Graceland avenue.
Austin avenue, from Desplaines street to Center avenue.
Belden avenue, from Racine avenue to Clifton avenue.
Belmont avenue, from Lincoln avenue to Robey street.
Blackhawk street, from Holt street to Noble street.
Blue Island avenue, from Harrison street to Western avenue.
Bryan place or Park street, from Randolph street to Lake street.
California avenue, from Chicago avenue to Elston avenue.
Canalport avenue, from Canal street to Halsted street.
Canal street, from Harrison street to Canalport avenue.

Center avenue, from Adams street to 21st street.
Center avenue, from Austin avenue to Erie street.
Center street, from Clark street to Lincoln avenue.
Center street, from Lincoln avenue to Racine avenue. Single track.
Chicago avenue, from Clark street to Kedzie avenue.
Chicago avenue, from 40th avenue to 48th avenue.
Clark street, from Washington street to Devon avenue.
Clinton street, from 12th street to Harrison street. Single track.
Clinton street, from Harrison street to Milwaukee avenue.
Clybourn avenue, from Division street to Belmont avenue.
Clybourn place, from Ashland avenue to Wood street.
Clybourn place, from Ashland avenue to Elston avenue.
Colorado avenue, from Madison street to 40th avenue.
Dearborn street, from Kinzie street to Polk street.
Desplaines street, from Harrison street to Austin avenue.
Division street, from State street to two hundred (200) feet west of California avenue.
Eighteenth street, from State street to Leavitt street.
Erie street, from Center avenue to Ashland avenue.
Evanston avenue, from Diversey boulevard and a connection with the tracks on Clark street, to Halsted street and thence on Halsted street and Evanston avenue to Graceland avenue.
15th place from Jefferson street to Canal street.
Fifth avenue, from 12th street to the center of the Chicago River and thence north on and along Wells street to Clark street.
Fortieth avenue, from Grand avenue to North avenue.
Fortieth avenue from Madison street to Lake street.
Fortieth avenue, from 22d street to Ogden avenue.
Fourteenth street, from Canal street to Robey street.
*Franklin street, from Harrison street to Washington street.
*Franklin street, from Washington street to Lake street.
Fullerton avenue, from Lincoln avenue to Milwaukee avenue.
Fullerton avenue, from Milwaukee avenue to 40th avenue.
Garfield avenue, from Lincoln avenue to Racine avenue. Single track.
Graceland avenue and Irving Park boulevard, from Evanston avenue to Ashland avenue.
Grand avenue, from middle of north branch of Chicago River to 40th avenue.
Grand avenue, from 51st and Armitage avenues and connecting with the tracks on Grand avenue, northwesterly to Fullerton avenue; west on Fullerton avenue to Grand avenue; northwesterly on Grand avenue to 72d avenue.
Halsted street, from the middle of the south branch of the Chicago River to Evanston avenue, connecting over Evanston avenue and Halsted street with Graceland avenue.
Harrison street, from State street to Kedzie avenue.
Harrison street, from Kedzie avenue to 40th avenue.
Holt street, from Blackhawk street to North avenue.
*Illinois street, from Clark street to Market (or Orleans) street.
Indiana street, from State street to middle of north branch of Chicago River.
Irving Park boulevard, from Clark street to Ashland avenue.

Jefferson street, from Madison street to Washington street.

Jefferson street, from Van Buren street to Meagher street (or 15th place).

Kedzie avenue, from 12th street to Chicago avenue.

*Kinzie street, from State street to Market (or Orleans) street.

Lake street, from Wabash avenue to State street.

Lake street, from State street to 48th avenue.

Larrabee street, from Chicago avenue to Lincoln avenue.

La Salle avenue and La Salle street, from Illinois street, through La Salle street tunnel to Monroe street.

La Salle street, from Monroe street to Adams street.

Leavitt street, from Blue Island avenue to 18th street.

Lincoln avenue, from Center street to Belmont avenue.

Madison street, from State street to 40th avenue.

Market (or Orleans) street, from Kinzie street to Chicago avenue.

Market (or Orleans) street, from Chicago avenue to Division street. Single track.

Meagher street or 15th place, from Canal street to Jefferson street.

*Michigan street, from State street to Clark street.

*Michigan street, from Wells street to Market (or Orleans) street.

Milwaukee avenue, from Lake street to Logan Square.

Monroe street, from Franklin street to La Salle street.

Monroe street, from La Salle street to Dearborn street.

Monroe street, from Dearborn street to State street.

Noble street, from Milwaukee avenue to Blackhawk street.

North avenue, from Clark street to 46th avenue.

North avenue, from 46th avenue to 48th avenue.

Ogden avenue, from Randolph street to 40th avenue.

*O'Neil street, from Halsted street to six hundred (600) feet west of Halsted street. Three tracks.

Orleans street, from Kinzie street to Chicago avenue.

Orleans street, from Chicago avenue to Division street. Single track.

Paulina street, from 12th street to Lake street.

Polk street, from Dearborn street to State street.

Polk street, from 5th avenue to Canal street, including approaches to and on 5th avenue.

Racine avenue, from Clybourn avenue to Fullerton avenue. Single track.

Randolph street, from State street to Union Park and Lake street.

Randolph street, from Michigan avenue to State street.

Robey street, from Blue Island avenue to Elston avenue.

Robey street, from Belmont avenue to Roscoe street.

Roscoe street, from Robey street to Western avenue.

Sangamon street, from Adams street to Austin avenue.

Sedgwick street, from Chicago avenue to Division street. Single track.

Sedgwick street, from Division street to Center street.

Sheffield avenue, from Lincoln avenue to Clark street.

Southport avenue, from Clybourn place to Clark street.

State street, from Polk street to Madison street, an additional single track to be laid to the west of and parallel to the double track of the Chicago City Railway Company on said street between said points.

State street, from Madison street to Lake street. Double track in the space occupied by present west and middle tracks.

State street, from Lake street to Division street.

Taylor street, from 5th avenue to Western avenue, including approaches to and on 5th avenue.

Twelfth street, from Wabash avenue to 40th avenue.

Twenty-first street, from Halsted street to Douglas Park (or Marshall) boulevard.

Twenty-second street, from Ogden avenue to 40th avenue.

Twenty-fifth (or Coulter) street, from Leavitt street to Irving avenue.

Twenty-sixth street, from Western avenue to 40th avenue.

Van Buren street, from State street to Kedzie avenue.

Van Buren street tunnel approaches, and through the Van Buren street tunnel from Clinton street to Franklin street.

Washington street, from State street to Desplaines street and through Washington street tunnel.

Washington street, from Wabash avenue to State street.

Webster avenue, from Lincoln avenue to Racine avenue. Single track.

Western avenue, from Blue Island avenue to Elston avenue.

Western avenue, from Roscoe street to Lincoln avenue; this line to be built after the completion of the underground improvements, including water and sewer service, in said section of Western avenue, and concurrently with the completion of the paving of said section.

Wrightwood avenue, from Lincoln avenue west to thirty-three (33) feet west of first north-and-south alley west of Sheffield avenue.

LOOPS AND SERVICE TRACKS.

From Clark street with a single track on Dewey court and private property and with not exceeding two tracks along the alley running northerly from Sherman place between Clark and Orchard streets, from at or near Sherman place to the northerly extremity of said alley; with convenient curves, switches and connections from the main tracks on said Clark street and said track and tracks on Dewey court and said alley to private property to compose suitable loops and connections for handling cars.

From Lincoln avenue west on Wrightwood avenue to a point thirty-three (33) feet west of the first north-and-south alley west of Sheffield avenue, with track along said alley from Wrightwood avenue to Lill avenue, and with curves and tracks from said tracks to the Company's property east and west of said alley.

From Sheffield avenue, north of Lincoln avenue, over property belonging to the Company to Lincoln avenue.

Necessary and convenient tracks, not less than four, connecting the tracks on Lake street and the tracks on Madison street with the car houses, car shops, stables, power houses and yards now constructed, or hereafter to be constructed, on Lots one (1) and two (2) and sublots twenty-three (23), twenty-four (24) and twenty-five (25), in Parmley's Sub. of Lot three (3) of the Superior Court Partition of the east 30 acres of the west 40 acres of the S. W. ¼ of Section eleven (11), Township thirty-nine (39) north, Range thirteen (13) east of the Third Principal Meridian.

The Company is permitted to construct, maintain and operate all curves, crossings, cross-overs, turnouts, branch-offs, switches and connections within the streets, alleys and public places above specifically described, connecting and necessary and convenient to connect tracks authorized by this ordinance, or to connect said tracks,

or any of them, or its tracks on private property with the tracks of other corporations or with power houses, sub-stations, car houses, shops, yards and other property now used or hereafter required to be used in the operation of its street railways under the powers given by this ordinance; and to erect and maintain all poles and wires necessary to be used in connecting its said property, power houses and street railways, and also to construct, maintain and operate a double track on, along and across all bridges and viaducts in or crossed by any of the streets or parts of streets included in this Exhibit A.

Tracks, curves and turnouts on the streets and parts of streets the names of which are distinguished in this Exhibit by a star (*) are specifically authorized to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, in addition to their use for the regular routing of cars.

PIPE LINE.

The Company shall have the right to maintain and operate during the life of this ordinance the pipe line constructed by the North Chicago Street Railroad Company between its gas plant on Larrabee street and its car barns at Clark street and Sherman place and at Lincoln and Wrightwood avenues under an ordinance of the City of Chicago passed October 15, 1891, entitled "An ordinance authorizing the North Chicago Street Railroad Company to lay a pipe line from Company's gas house to car house," but subject to all the terms and conditions of said last-mentioned ordinance and of this ordinance.

EXHIBIT B.

Chicago Railways Company.

Immediately upon the acceptance of this ordinance by the Company it shall proceed with all due diligence to repair and reconstruct its street railway system and equipment and to secure the necessary supply of electric power to comply with the provisions of this ordinance and under the following specifications:

IMMEDIATE REHABILITATION.

That the character of service required by the accompanying ordinance may be established at the earliest moment practicable, the Company shall, upon the acceptance of said ordinance, proceed immediately, (1) to remove from the streets all of its present cable tracks, slots, and conduits, and substitute therefor electric tracks of the character and type as hereinafter described; (2) to rebuild at least 90 miles (single track) of the present electric track of the Company with track of the character and type hereinafter described; (3) to construct and equip the necessary system of distribution and substations, as may be determined upon by said Company with the approval of the Board of Supervising Engineers, to transmit and transform whatever electric power may be required to enable the Company at all times to operate its street railways efficiently and continuously; (4) to rebuild and re-equip its car houses so as to enable it to properly clean and maintain its cars; (5) to increase as rapidly as possible the number of double truck cars, of the character and type as hereinafter described, until there shall be in operation on its street railway system at least twelve hundred (1,200) such cars, and (6) to reconstruct the Van Buren street and Washington street tunnels and to reconstruct or rebuild the tunnel at La Salle street. The Company shall diligently prosecute the work above specified and required, and complete the same as rapidly as practicable, in accordance with the provisions of said ordinance, and in compliance with the general specifications herein contained, but in any event the said

work shall be completed within three (3) years from the date of actual acceptance of said ordinance.

GENERAL SPECIFICATIONS.

In addition to the work hereinabove specifically required the Company shall, as promptly as possible, do the necessary work and purchase the necessary materials and equipment to put its entire street railway system and equipment in the best practicable condition to enable it to furnish to the citizens of Chicago the quality and kind of service contemplated and required by this ordinance, and shall at all times maintain the same at the highest practicable efficiency.

Permits.

The Company, before it makes any excavation in or in any way interferes with the surface of, any street or public way for the purpose of doing any work shall obtain from the Commissioner of Public Works of the City a permit so to do, which permit shall contain a condition requiring the Company to restore said street or way and maintain it for one year thereafter; and in every case the Company, after it has restored such street or way shall maintain it for one year after such restoration.

Permits for Buildings.

All permits issued for the removal of buildings on or across any track of the Company shall provide that the Company be notified at least two days in advance of such removal; that such removal shall only take place, unless with the consent of the Company, between the hours of twelve o'clock midnight and five o'clock A. M.; and that the party to whom the permit is issued shall pay to the Company the actual cost of removing and replacing its overhead equipment, and for the interruption of its traffic from five A. M. to twelve o'clock midnight, if such interruption shall occur.

Tracks.

The tracks to be maintained by the Company shall not be elevated above the surface of the street or public way in which they are placed. They shall be laid and maintained by the Company so as to conform to the grade of such street or public way as the same is, or from time to time hereafter shall be, established by the City Council.

All new tracks shall be laid with the best materials and in the most approved modern manner.

Spacing Tracks.

In laying or relaying rails in any of the streets included in the accompanying ordinance upon which more than one track is located the distance between centers of tracks may remain as at present, but in order to accommodate large, modern cars, and provide for their safe passage, this distance may be at least nine (9) feet eight and one-half (8½) inches between center lines of tracks. The tracks at curves wherever practicable shall be laid to such center as to enable cars to pass with suitable and safe clearance. The exact location of tracks in the streets shall be subject to the approval of the Commissioner of Public Works.

Rails.

All new track construction hereafter laid in streets or public ways shall be laid with modern improved rails of the grooved type, weighing not less than one

hundred and twenty-nine (129) pounds per yard, which shall in all respects conform to the specifications for grooved rails as contained in Section 1944 of the Revised Municipal Code of Chicago, as amended by ordinance of the City Council passed October 8th, 1906; **provided, that all rail used in the tunnels and on their approaches, and in the subways and on their approaches may be "T" rail weighing not less than eighty (80) pounds per yard.**

Joints.

All rail joints shall be either cast-welded, electrically welded, or of a type which will give an equally smooth and even joint, except that the joint used must be one which will provide a carrying capacity for the electric current equivalent to the carrying capacity of the rail.

Track Substructure.

The rails shall be laid upon concrete beams, wooden ties, steel ties or cast-iron chairs or in some other form of first-class modern approved street railway track construction. The foundation shall be either of concrete, crushed stone or other ballast material which in the judgment of the Board of Supervising Engineers shall best suit the conditions of soil and drainage. Said foundation to be brought to the proper height to serve as a suitable foundation for the pavement.

Bonding.

In case the rails are joined by any other form of joint than a cast-welded or electrically-welded joint, there shall be some form of bond used which will connect the ends of the rails in such manner that the conductivity of the joints shall be equivalent to the carrying capacity of the rail. The rails of each single track and the inside rails of the double track of all tracks shall be connected by cross-bonds of No. 2/0 (B. & S. Gauge) copper wire spaced not more than one thousand (1000) feet apart, and properly secured to the rails in such manner that the full conducting effect of the wire may be utilized. The rails shall be so bonded or joined and such return circuits and other necessary devices installed as to prevent damage from electrolysis as effectually as possible.

Special Work.

At all points of intersection of the tracks of the Company with its own tracks or with the tracks of other companies, there shall be provided suitable steel special work of ample strength and weight to correspond with the structure to which it connects. The frogs, switches and mates shall be provided with wearing plates of hardened steel. All special work and curves shall be laid in the same general manner required for straight-line track.

Poles and Wires.

All new overhead construction shall consist of one (1) trolley wire suspended over each track by span wires attached to poles set at the curb-line or suspended from brackets attached to poles.

The design of poles hereafter erected shall be subject to approval of the Board of Engineers, and shall be of iron or steel, weighing approximately nine hundred (900) pounds each, set in concrete and kept thoroughly painted. They shall be spaced on an average of from one hundred (100) to one hundred fifteen (115) feet apart for straight track, except at street intersections, and so as not to

obstruct cross streets, alleys, or private driveways. The location of poles shall be subject to the approval of the Commissioner of Public Works.

All material used in the overhead construction shall be of the most modern type and shall be capable of sustaining all the weights and strains that come upon it under normal conditions of operation and from wind, sleet and ordinary accidents.

The trolley wire shall be not less than No. 2/0 (B. & S. Gauge) hard-drawn copper, unless the Board of Supervising Engineers shall approve other sizes for specific cases. Phosphor bronze, silicon bronze or other material equal in strength may also be used. Trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, except when such wires are suspended under viaducts, bridges and other structures. There shall be at least two (2) insulations between the trolley wire and the supporting pole. Span wires shall be galvanized iron or steel or silicon bronze.

Feeders and Transmission Wires.

All feeder and transmission wires within that portion of the City bounded as follows: beginning on Halsted street at the south branch of the Chicago river, thence north on the west side of Halsted street to 22d street; west on the south side of 22d street to Western avenue; north on the west side of Western avenue to Belmont avenue; east on the north side of Belmont avenue to Southport avenue; north on the west side of Southport avenue to Clark street; north on the west side of Clark street to Lawrence avenue; east on the north side of Lawrence avenue to Lake Michigan; south along the shore of Lake Michigan to the Chicago river; thence west and south along the main channel and the South Branch of the Chicago river to the point of beginning, with such territory lying south and east of the Chicago river as is occupied by the tracks of the Company, shall be laid underground. To this end, authority is hereby conferred upon the Company to enter upon, excavate for, and construct a system of conduits in the streets, alleys, and other public ways of the City of sufficient capacity to carry its said wires. All feeder wires in any other territory shall be similarly placed underground whenever the City shall require all other overhead public service wires (except trolley wires) in such territory to be placed underground. All transmission wires used by the Company within the City limits, carrying a pressure of 1,000 volts or more shall be placed underground.

Feeder and transmission wires, not required to be placed underground, shall be suspended by insulators upon said poles supporting said trolley wires or upon poles placed at the side of streets, alleys or other public ways in locations to be approved by the Commissioner of Public Works. These wires and poles shall be so situated that the Company may conveniently make all the connections authorized by said ordinance and the exhibits thereto. The said trolley wires, feeder wires and all other wires authorized by said ordinance to be installed by the Company, where located in streets, alleys, or other public or private ways in, along or across which are located railroads elevated above the surface of the streets, may be strung upon or from the structures of such railroads, with the consent of the company owning or operating the same. Said wires shall be attached to said structures and maintained under the supervision of the City Electrician.

Conduits.

Underground conduits to carry any of the wires authorized by said ordinance, to be installed by the Company, shall not exceed four (4) feet in width and three

(3) feet in depth, and shall be of tile, cement, iron or other material impervious to moisture and not subject to decay. All transmission and feeder wires and cables laid under ground shall be covered with lead or other impervious material. Before any cable containing such wires shall be put in use it shall be tested by an alternating current of twice the working voltage of the cable. All forms of cable used by the Company containing more than one conductor shall be tested in like manner.

City Conduits.

If at any time the City shall desire to place conduits and manholes in streets or public ways wherein the Company is then about to place conduits and manholes, a single trench may be used for both conduits, but the manholes of the Company shall be kept separate and distinct from those of the City. The expense in such case shall be divided between the Company and the City according to the space used by each therein.

Conductors.

All wires and conductors for the transmission of electricity in and along any street, alley or public way (whether under or above ground) shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the other uses of said public places; and all electric work of every kind and character shall comply strictly with the ordinances of the City applicable thereto.

Maintenance of Streets.

The Company, as respects filling, grading, paving, keeping in repair, sweeping, sprinkling, keeping clean, or otherwise improving the streets or parts of streets occupied by its railway, shall fill, grade, pave, keep in repair, sweep, sprinkle, and keep clean and free from snow eight (8) feet in width of all streets and public ways, or portions thereof, occupied by it with a single track railway, and sixteen (16) feet in width of all streets and public ways, or portions thereof, occupied by it with a double track railway.

In removing snow the Company shall not deposit it upon the portions of the street or public way outside of the tracks, except temporarily; and in every case of such temporary deposit it shall be removed within a reasonable time, to be fixed by the Commissioner of Public Works.

Pavement.

The Company, upon the order of the Commissioner of Public Works, and approval of the Board of Supervising Engineers, shall pave, repave, or repair the portions of the streets and public ways which by this grant it is required to keep paved and in repair, whenever and as often as the same shall reasonably require paving, repaving or repairing, and shall at all times keep the surface of all of its paving at least up to the top of the rail.

The pavement which the Company shall be required to lay down and keep in repair in the portion of any street or way which it is required herein to pave and keep in repair shall be of the following kinds, to-wit:

First. In all streets or ways in which the Company has in place, at the date of the passage of this ordinance, a good serviceable pavement, it shall repair and maintain the same while serviceable under the direction of the Commissioner of Public Works, as aforesaid.

Second. Whenever any existing pavement of the Company, in any paved street

or way, can no longer be made serviceable by repair; and whenever the portions of any street or public way outside of the strip herein required to be paved by the Company are newly paved or repaved, with asphalt, granite, brick, creosoted block, or other similar material, as aforesaid, and the pavement of the Company therein does not comply with the following specifications; and whenever the Company relays its rails in any such paved street or public way in which its pavement does not comply with the following specifications, then, and in any of such events, the Company shall pave or repave the portion of any such street or public way, which it is herein required to keep paved, with granite paving blocks having a uniform grain and texture, without lamination or stratification, and free from an excess of mica or feldspar. Said blocks shall measure from three and one-half (3½) to five and one-half (5½) inches in width, from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints), and not less than five (5) inches in depth. They shall be so dressed as to have substantially rectangular plane surfaces, so that when in place the joints at the ends and sides shall average one-fourth (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to a polish under traffic shall not be used. All blocks shall be laid in uniform courses across the roadway; and the space between the blocks, when in place, shall in no case be less than one-eighth (⅛) of an inch nor more than three-eights (⅜) of an inch in width. Each course shall consist of blocks of the same width. They shall be so laid that all longitudinal joints shall be broken by a lap of approximately three inches. The spaces shall be immediately filled to within two (2) inches of the top of the blocks with dry gravel free from loam or dirt, and the blocks rammed to a true surface and firm bed with a seventy-five (75) pound rammer of approved shape. No cracked or chipped blocks shall remain in the pavement. After ramming, the spaces between the blocks shall be completely filled with a paving pitch made by the distillation of "straight run" coal tar and of such quality and consistency as shall be approved by the Commissioner of Public Works. The pitch shall be used at a temperature of not less than two hundred and eighty (280) degrees Fahrenheit and be spread in such quantity as to apply two (2) gallons to each square yard of pavement. The spreading shall be done in sections if the Commissioner of Public Works so directs. Provided, that, in any ordinance providing for the paving of such streets the Company may be required to pave in like manner and with like material as therein specified for other contiguous portions of said streets, except that when asphalt is used a layer of granite blocks shall be put in next to and on both sides of each rail.

Third. Whenever any existing pavement of the Company, in any unpaved street, or public way, can no longer be made serviceable by repairs; and whenever the Company lays down any track or tracks in any unpaved street or public way, then, and in either of such events, the Company shall pave or repave the portions of any such street or public way, which it is required to keep paved or repaved, as aforesaid, with good serviceable granite blocks.

Fourth. In each case whereby said Exhibit A attached to this ordinance the Company is authorized and required to change a single track to a double track, in any street or part of a street, if the roadway therein be not at least thirty-eight (38) feet in width, the Company shall, at its own cost (such cost to be charged to capital account) widen said roadway to said width, and shall rebuild the catchbasins and their connections and curb and pave said street, as may be required by the City Council; provided, that the Company shall not hereby be re-

quired to pave, in addition to the part of the street occupied by its double-track street railway, as provided for in this ordinance, more than eight (8) feet in width of such roadway nor to acquire private property in order to secure the necessary width for such roadway.

Power Houses, Buildings.

The Company shall build such power houses and auxiliary buildings, together with the necessary machinery and appurtenances as may be determined upon by said Company with the approval of the Board of Supervising Engineers to supply whatever electric power may be required (in addition to such power as the Company may acquire by lease or contract with such approval from sources other than its own plants) to enable the Company to operate at all times its street railway system efficiently and continuously.

In the construction of power plants, sub-stations and other buildings, the Company shall comply with all general ordinances of the City in regard to buildings and to the installation of machinery, boilers and smoke-consuming appliances. The buildings of said power plants shall be substantially fireproof and supplied with smoke-stacks sufficient to carry off all gases emitted, and the foundations for the machinery therein shall be constructed in a solid and substantial manner.

The machinery and apparatus employed shall be selected and installed with a view of affording uninterrupted operation of the cars upon said railways, and to attain this end the machinery shall be so arranged that a stoppage of one machine shall not prevent the operation of the remaining machines, and reserve machinery shall always be ready to be thrown into service. All boilers, piping, valves, fittings, steam engines, turbines, generators, switchboard apparatus, and other appliances used, shall be of the latest and most approved design and constructed and installed in accordance with the best engineering practice.

In all dynamos and connections where a high voltage current is produced or used approved methods for the protection of human life shall be employed.

The high tension switches shall be entirely enclosed in fireproof material, and shall be operated by levers, compressed air, auxiliary currents, or by such other means as will, as far as practicable, prevent personal contact with high tension current.

All feeders leading out of power plants and sub-stations shall be provided with some form of safety switches or automatic circuit-breakers designed to instantaneously open the circuit in case of a short circuit occurring on the feeder or on the trolley which it feeds.

All the foregoing specifications regarding modern and approved apparatus, protection from fire, and provisions for the protection of human life, shall apply with equal force to the sub-stations in case a system of transmission involving the use of sub-stations is adopted.

In case it is found desirable to secure power from any other source than the Company's own power plant no contract for supplying such power shall be entered into by the Company without the consent of the Board of Supervising Engineers.

Car Shops and Machinery.

It is contemplated that the present car shops and machinery contained therein

will remain as at present installed with such additions thereto as may be necessary and located as follows:

Complete plant east of West 40th avenue, extending from Washington boulevard to the Chicago & Northwestern Railroad.

Cars.

All new cars hereafter put in service shall be of the type known as double truck cars, seating from 40 to 50 passengers; and in construction, design and equipment shall conform strictly to all the provisions of Section 10 of the ordinance.

The Company may retain in operation on said streets **until the Board of Supervising Engineers otherwise directs, 486 closed and 564 open cars** of the present single truck cars now in service, it being understood that these cars shall be selected from the best cars now in service and shall conform in every respect to all general ordinances of the City regulating such cars.

All the above cars shall be equipped with sufficient motor capacity to properly operate the cars at the schedule speed required by the service over the particular lines that they may be operated upon.

Electric or hot water heaters or heaters of other types approved by the Board of Supervising Engineers, of sufficient capacity to heat the above cars as stipulated in the accompanying ordinance, shall be used.

Every passenger car used by said Company which is not now equipped with a power brake shall, on or before nine (9) months after the passage of this ordinance, be equipped with a power brake of a type approved by the Board of Supervising Engineers.

Every passenger car used by said Company which is not now vestibuled shall, on or before nine (9) months after the passage of this ordinance, be vestibuled in such manner as may be approved by the Board of Supervising Engineers.

Rolling Stock.

The Company shall provide all necessary snow-plows, sweepers, repair cars, work cars, etc., to properly take care of its system and maintain it in first class working condition.

EXHIBIT C.

Through Routes.

ROUTE NO. 1:

Beginning at Indiana avenue and 51st street: north on Indiana avenue to 18th street; west on 18th street to Wabash avenue; north on Wabash avenue to Lake street; west on Lake street to State street; north on State street to Division street; west on Division street to Clark street; north on Clark street to **Evanston avenue; north on Evanston avenue to Devon avenue; west on Devon avenue to Clark street;** returning by the same route.

ROUTE NO. 2:

Beginning at **Halsted** street and 79th street; east on 79th street to Vincennes road; north on Vincennes road to Wentworth avenue; north on Wentworth avenue to Archer avenue; east on Archer avenue to Clark street; north

on Clark street to Division street; west on Division street to Clybourn avenue; north on Clybourn avenue to Belmont avenue; returning by the same route.

ROUTE NO. 3:

Beginning at Lake avenue and 55th street; west on 55th street to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Harrison street; west on Harrison street to Dearborn street; north on Dearborn street to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Clark street; north on Clark street to Howard avenue; returning by the same route.

ROUTE NO. 4:

Beginning at 75th street on South Chicago avenue; north on South Chicago avenue to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Chicago avenue; west on Chicago avenue to Larrabee street; north on Larrabee street to Lincoln avenue; north on Lincoln avenue to Bowmanville (Foster avenue); returning by the same route.

ROUTE NO. 5:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Van Buren street; west on Van Buren street to Kedzie avenue; returning by the same route.

ROUTE NO. 6:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Washington street; west on Washington street to Desplaines street; north on Desplaines street to Milwaukee avenue; north on Milwaukee avenue to Armitage avenue; west on Armitage avenue to 44th avenue; returning by the same route.

ROUTE NO. 7:

Beginning on State street at 39th street; north on State street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 8:

Beginning at Jackson Park avenue and 63d street; west on 63d street to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 9:

Beginning at 69th street and Ashland avenue; north on Ashland avenue to 12th street; west on 12th street to Paulina street; north on Paulina street to Lake street; east on Lake street to Ashland avenue; north on Ashland avenue to Clybourn place; east on Clybourn place to Southport avenue; north on Southport avenue to Clybourn avenue; returning by the same route.

ROUTE NO. 10:

Beginning at 71st street and Western avenue; north on Western avenue to Belmont avenue; returning by the same route.

ROUTE NO. 11:

Beginning at North avenue and Clark street; south on Clark street to Madison street; west on Madison street to Ogden avenue; southwest on Ogden avenue to 40th avenue; returning by the same route.

ROUTE NO. 12:

Beginning at Clark street and North avenue; west on North avenue to Wells street; south on Wells street and Fifth avenue to Adams street; west on Adams street to Clinton street; south on Clinton street to Harrison street; west on Harrison street to the intersection of Halsted street and Blue Island avenue; southwest on Blue Island avenue to Western avenue; returning by the same route.

ROUTE NO. 13:

Beginning at 48th avenue and Archer avenue; northeast on Archer avenue to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 14:

Beginning at 46th avenue **(48th avenue when the steam railroad tracks on 46th avenue are elevated)** and 12th street, east on 12th street to Ogden avenue; northeast on Ogden avenue to Randolph street; east on Randolph street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 15:

Beginning on 21st street at Douglas Park; east on 21st street to Halsted street; north on Halsted street to Canalport avenue; northeast on Canalport avenue to Canal street; north on Canal street to Polk street; east on Polk street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 16:

Beginning at State and 39th streets; thence north on State street to Lake street; west on Lake street to Austin avenue; returning by the same route.

ROUTE NO. 17:

Beginning at 63d street on Kedzie avenue; north on Kedzie avenue to Chicago avenue; east on Chicago avenue to California avenue; north on California avenue to Belmont avenue; returning by the same route.

ROUTE NO. 18:

Beginning on Evanston avenue at Graceland avenue; south on Evanston avenue and Halsted street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 19:

Beginning on Chicago avenue at 60th avenue; east on Chicago avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to State street; south on State street to 63d street; returning by the same route.

ROUTE NO. 20:

Beginning on Madison street at 60th avenue; east on Madison street to and around the State street loop; returning by the same route.

ROUTE NO. 21:

Beginning on North avenue at 48th avenue; east on North avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to and around the State street loop; returning by the same route.

EXHIBIT D.

THIS AGREEMENT, Made this.....day of....., A. D. 1907, by and between the.....Trust Company, a corporation duly organized and existing under and pursuant to the laws of Illinois, hereinafter called the "Trustee," party of the first part, the Chicago Railways Company, also a corporation duly organized and existing under and pursuant to the laws of Illinois, hereinafter called the "Railways Company," party of the second part, and the several persons, firms and corporations owning or controlling certificates of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, who may become parties hereto by depositing their certificates of stock and receiving certificates of deposit therefor, as herein provided, hereinafter called the "Depositors," parties of the third part.

By an ordinance of the City Council of the City of Chicago, passed on the ..... day of ....., A. D. 1907, entitled "An Ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago," it was, among other things, provided that no right, permission or authority should thereby vest in the Railways Company, and the Railways Company should not have the right to accept said ordinance, unless at the time of such acceptance there should have been deposited with the Trustee under an agreement substantially in the form of this agreement certificates of stock duly endorsed in blank for transfer, representing not less than certain specified amounts of the capital stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, with reservation of the right to the City to modify the aforesaid provisions and conditions so as to reduce the proportion of stock of each or all of said Companies to be so deposited to such amount as to the said City should seem proper.

By said ordinance it was further provided that the permission and authority thereby granted should cease and determine unless, within a period of one hundred and fifty (150) days after the passage of said ordinance, the Railways Company should have promulgated a plan of reorganization and readjustment which should comply with all the provisions of said ordinance and which should have been approved by Hon. Peter S. Grosscup or, in case of his death, refusal or inability to act, by Hon. William H. Seaman, as being fair and equitable to each of the parties in interest hereinafter referred to, all of the conditions and circumstances of the situation being considered.

The Depositors, in reliance upon the undertaking of the Chicago Railways Company to accept said ordinance and to promulgate a plan of reorganization and readjustment and to obtain approval thereof as in said ordinance provided, and in order to enable the Railways Company to accept said ordinance, have severally de-

posited their certificates of stock hereunder, and have severally assigned, transferred and set over, and do hereby assign, transfer and set over, irrevocably to the Trustee, its successors and assigns, the said stock and all rights and powers thereby represented and all beneficial interest thereto appertaining, and the said Depositors and the said parties of the first and second parts, in consideration of the premises and of the mutuality of this agreement, have agreed, and do hereby agree, with each other as follows:

First: This agreement shall be signed by the Trustee and the Railways Company and deposited with the Trustee at its office in the City of Chicago, Illinois. Holders of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, may become parties hereto by depositing the certificates for their stock with the Trustee, duly endorsed in blank for transfer. Each of the Depositors shall thereafter, upon demand of the Trustee, execute or procure such further transfers, assignments, powers of attorney and proxies in respect of the stock so deposited as the Trustee may deem necessary or proper. Each of the Depositors shall be entitled to receive from the Trustee a certificate in form substantially as follows:

> The ..... Trust Company, as Trustee under the Agreement hereinafter referred to, hereby certifies that ..... has delivered to said Trustee certificates duly endorsed in blank for transfer for ..... shares of the ..... stock of the ..... Company, in acceptance of a certain Agreement dated .....A. D. 1907, between the Chicago Railways Company, the Depositing Stockholders of said ..... Company, and other depositors, and said ..... Trust Company, as Trustee, to be irrevocably held and disposed of as in said Agreement provided and the registered holder, at the time, of this certificate will be entitled, upon receipt thereof by said Trustee and upon surrender hereof and upon compliance by him with the terms and conditions of said allotment, to the securities or other proceeds allotted in respect of said deposited shares under such Plan of Reorganization as may be finally promulgated in accordance with the provisions of said Agreement or any modification thereof. On the conditions in said Agreement specified, said deposited certificates first above mentioned may be returned to said registered holder upon surrender hereof. This certificate is transferable but only on the books of the Trustee and subject to the terms of said Agreement in that behalf; and the Trustee and all other persons interested in or under said Agreement shall be entitled to treat the registered holder as the absolute owner and beneficiary for all purposes.
>
> This ..... day of ....., A. D. 1907.
>
> ..... Trust Company,
>
> Trustee,
>
> By .....

Each such certificate shall be transferable only on the books of the Trustee by the registered holder thereof in person or by attorney upon surrender of such certificate, duly endorsed or assigned. Each such transfer shall entitle the transferee to all the rights, powers and advantages represented by such certificate of deposit, but no such transfer shall relieve the party making such transfer from any obligation herein expressed.

Second: If, on or prior to the last day allowed for acceptance of said ordinance

by the Railways Company, under the terms of said ordinance or any ordinance amendatory thereof or supplemental thereto, there shall not have been deposited hereunder with the Trustee certificates of stock of said several Companies in the amounts which may be necessary to enable said Railways Company to accept said ordinance, or if said Company shall for any reason fail to accept said ordinance, then the Trustee shall return the stocks deposited hereunder to the holders of the respective certificates of deposit therefor upon surrender of such certificates, duly endorsed or assigned.

Third: In the event that the Railways Company shall accept said ordinance and shall promulgate a plan of reorganization or readjustment which shall be approved as in said ordinance provided, then and in that event the Trustee is hereby authorized to enter into any contract or contracts, or to take any action not inconsistent with the provisions of said ordinance or of this agreement for the disposition of all or any part of the beneficial interest appertaining to said shares of stock deposited hereunder which shall or may be necessary to carry into effect the terms of such plan of reorganization and readjustment, provided the Trustee shall receive the stocks, securities or other benefits allotted under such plan in respect of the stocks deposited hereunder for delivery to the holders of certificates of deposit representing such last named stocks, upon performance of the conditions, if any, attached to such delivery by the terms of said plan of reorganization or readjustment, but only in case the said plan shall conform to the conditions and requirements in this agreement set forth.

Fourth: The Trustee shall take no steps to carry the said plan into effect until it shall have been approved by ....., or, in case of his death or refusal or inability to act, by ....., as being fair and equitable to the Depositors of stock of the North Chicago City Railway Company and the Chicago West Division Railway Company, all the circumstances and conditions of the situation being considered. Or, if said plan be not so approved, then only in case the same be modified in respect of the treatment accorded to the depositors of such stocks last mentioned, in such manner as the said ..... or the said ..... may determine to be fair and just relatively to the treatment accorded to the depositors of other stocks, securities and evidences of indebtedness provided for in said plan; and in determining what is relatively fair and just as aforesaid, the said ..... or the said ....., as the case may be, shall not discriminate against the stock of said North Chicago City Railway Company or of said Chicago West Division Railway Company by reason of the fact that such stock is technically less available for the purpose of clearing the title or bringing about a liquidation of the affairs of the Companies than it would be if the value or interest appertaining to such stock were represented by a bond; but the said ..... or the said ....., as the case may be, may accord to said stocks the same relative treatment as though the value or interest appertaining to said stocks were represented by a bond, leaving open, however, for the consideration of said ..... or the said ..... the questions of amount, rank and extent of lien.

Fifth: In case said plan of reorganization or readjustment shall contain any provision for modifying or supplementing such plan, in the event of impossibility of performance or other contingency therein provided for, the Trustee shall be and is hereby authorized from time to time to enter into any contract or contracts or to take any action necessary to carry into effect the provisions of said plan, as modified and supplemented, pursuant to such provision. The approval of said plan or any

modification thereof by said Hon. Peter S. Grosscup or said Hon. William H. Seaman shall be conclusive upon the Trustee and the depositors, (subject, however, to the provisions of Article fourth of this agreement), as to the validity, regularity, scope, nature and legality of said plan, and of all the powers, trusts, provisions, conditions, limitations and proceedings therein contained or provided for, and of its and their consistency with the provisions of said ordinance and of this agreement, and the Trustee shall incur no liability by proceeding to carry said plan into effect or endeavoring so to do according to its judgment after receiving such approval, nor shall the Trustee be liable for any error of judgment or in any event otherwise than for its own wilful malfeasance or gross negligence. Said plan when so approved shall become a part of this agreement with like effect as though herein set forth, subject to modification only in such manner as said plan may provide. The plan may provide a committee or committees for the exercise of any discretion or powers hereby conferred upon the Trustee, in respect to the execution of such plan, and in that event the provisions of this agreement relative to the Trustee shall be applicable to such committee or committees to the extent that said plan may so provide; provided that the Trustee shall always retain the custody of the deposited stocks upon the trusts herein expressed, subject to the provisions of Article eighth of this agreement.

Sixth: Said plan of reorganization and readjustment shall provide for the deposit under said plan of all the stock, bonds and evidences of indebtedness of the North Chicago City Railway Company, the Chicago West Division Railway Company, the Chicago Passenger Railway Company, the West Chicago Street Railroad Tunnel Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, and shall determine the stocks, securities or other benefits to be allotted to the depositors of such bonds, stocks or evidences of indebtedness, respectively, and shall specify the conditions upon which the same are to be delivered, and shall make provisions for the expenses and compensation of any receivers appointed of the property of any of said corporations and for the expenses of reorganization and readjustment; and shall make all said provisions to such extent and in such manner as may be deemed fair and just by those charged with the formation and approval of such plan; provided, that equal treatment be accorded to the holders of all stocks, bonds or evidences of indebtedness of the same rank and class, but the foregoing provision shall not be construed to prevent the requirement of a cash payment as a condition of deposit under said plan after such time as may be fixed in the plan or pursuant to its terms. Such plan shall also provide that all stocks or securities representing any interest in the funds described in subdivisions (1) and (2) of Section 20 of said ordinance which may be allotted in respect of the bonds, stocks or evidences of indebtedness of any of said corporations in this Article named, to the extent that such bonds, stocks or evidences of indebtedness shall not be deposited under the plan, shall nevertheless be delivered to the Trustee to be held in trust and to be applied by the Trustee under the direction of the Board of Directors of the Railways Company to perfect the title of said Railways Company to the system of street railways mentioned in and authorized by said ordinance and to remove therefrom liens and encumbrances, excepting such as are by said ordinance authorized to be created; and that such stocks, securities or other benefits shall be applied to no other purpose until such title be made complete and free from liens and encumbrances as aforesaid.

Seventh: Such plan of reorganization and readjustment shall provide that the

stocks deposited hereunder, together with all other stocks of the same Companies, which shall be acquired by the Trustee by means of the stocks, securities or other benefits, set aside pursuant to the terms of said plan, or which shall be delivered to the Trustee for the purposes of this Agreement, shall remain in the possession of the Trustee, to be held, used and disposed of by it upon the following continuing trusts, and in the following order of priority:

(1) To secure the performance of all obligations of the Company toward the City of Chicago in respect of said stocks set forth in said ordinance, with power to use and apply said stocks as in said ordinance provided.

(2) To apply the voting power appertaining to said stocks and the beneficial interest therein, including any dividends that may be received thereon in distribution of assets, liquidation or otherwise, in such manner and to such extent and upon such conditions as may be provided in said plan of reorganization or readjustment, or the contracts made pursuant thereto.

Eighth: In case the permission and authority granted to the Railways Company by said ordinance shall cease and determine by reason of the failure of the Railways Company to comply with any of the covenants or conditions of said ordinance, the said shares of stock deposited hereunder and all the beneficial interest appertaining to said stock shall pass to, vest in and become the property of, or subject to the control and disposition of, the City of Chicago, or of such person or persons or corporation as said City shall be ordinance designate, and the Trustee shall deliver the certificates for said stock in its possession to or upon the order of said City; provided, however, that such title shall not so pass or vest, nor shall possession be so delivered of any of said certificates except in one or the other of the following events:

(1) In case a plan of reorganization and readjustment shall have been promulgated and approved, as provided in said ordinance, and stocks or securities or other benefits shall have been delivered to the Trustee, pursuant to said plan, for distribution to the holders of certificates of deposit for such stock.

(2) In case the City of Chicago shall deliver to said Trustee an agreement in writing to the effect that the holders of certificates of deposit for such stock, issued under this agreement, shall share equally in all respects with the holders of outstanding non-deposited stock of said Companies, respectively, in any sum or value which the City, or any licensee of the City, may at any time allow or pay for the assets of said respective Companies.

Ninth: The benefits of this agreement shall be confined strictly to the parties hereto and to the City of Chicago and the same shall not be construed to create any trust or obligation to or in favor of any person or persons or corporation other than the City of Chicago, the Railways Company, the Trustee and the holders from time to time of certificates of deposit issued hereunder.

In connection with the foregoing report, Ald. Werno presented an order for the printing of ten thousand copies of the ordinances.

Ald. Cullerton moved to amend the order to read 50,000 copies.

After debate, Ald. Werno moved as a substitute for the motion of Ald. Cullerton, that the order be amended to require the printing of 20,000 copies of the ordinances immediately, and to grant authority to the Mayor to order additional copies printed, the total not to exceed 50,000.

The motion prevailed.

Ald. Werno moved the passage of the order as amended.

The motion prevailed, and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the order as passed:

Ordered, That the City Clerk be and he is hereby directed to have printed in pamphlet form twenty thousand (20,000) copies of the ordinances granting certain rights to the Chicago City Railway Company and the Chicago Railways Company, and the report of the Local Transportation Committee submitting the same to the City Council under date of January 15th, 1907, and the Mayor is hereby authorized to order the printing of additional copies, the total not to exceed 50,000 copies.

ALSO,

The same committee submitted the following report:

CHICAGO, January 15, 1907.

To the City Council of the City of Chicago:

Your Committee on Local Transportation respectfully recommends the adoption of the following resolution:

Resolved, That 100,000 copies of a petition in the following form be printed forthwith by and at the expense of the City of Chicago:

"*To the Board of Election Commissioners of the City of Chicago*:

We, the undersigned, registered voters of the City of Chicago, respectfully petition that the following question of public policy be submitted to the voters of the City of Chicago, at the regular election to be held in and for the said City of Chicago on the first Tuesday in April, A. D. 1907:

Proposed Question of Public Policy.

For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15, A. D. 1907), authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee.

Name. Address.

.....

.....

Be It Further Resolved: That copies of these petitions be placed in the public offices of the City of Chicago and be distributed by the Mayor and the members of the City Council and the heads of the departments of the city government to such persons as may wish to sign the same or circulate the same for signatures;

Be It Further Resolved: That the ordinances hereinabove referred to, being the ordinances reported to the City Council of said city by its Committee on Local Transportation on the 15th day of January, A. D. 1907, be placed on final passage by the City Council after (but not before) the 2d day of February, A. D. 1907, and that if, on said date, the above mentioned petition has been signed by the requisite number of legal voters to entitle the question of public policy therein set forth to be submitted to the voters of said city at the election to be held therein on the 2d day of April, 1907, and has been filed with the Board of Election Commissioners of said city, then and in that event the said ordinances shall be then placed on passage, after being amended by inserting therein a provision that such ordinances, respectively, shall not take effect unless and until a majority of the votes cast upon said question of public policy at the said election shall be in the affirmative."

Ald. Werno asked unanimous consent for the consideration of the resolutions recommended by the Committee,

Which was granted.

Ald. Dever presented the following amendment to the resolutions under consideration:

Amend by striking out all of the last paragraph of said resolutions and substituting in lieu thereof the following:

"*Be It Further Resolved,* That the ordinances hereinabove referred to, being the ordinances reported to the City Council of said city by its Committee on Local Transportation on the 15th day of January, A. D. 1907, be placed for final passage by the City Council after (but not before) the second day of April, A. D. 1907, and that if on said date the above mentioned proposition shall have received a majority of the votes cast in the affirmative on said proposition, then the City Council shall pass said ordinances without further consideration or amendment at the first regular meeting of the City Council after said second day of April, A. D. 1907, and if a majority of the votes are not cast in the affirmative of said proposition on said date, April 2, 1907, then the City Council shall at said first regular meeting, after said 2d day of April, 1907, place said ordinances on file."

Ald. Dever moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Martin, McCormick, Young, Bennett, Snow, Moynihan, Harris, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Hunt, Bihl, Race—54.

Nays—Harding, Dailey, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, O'Connell, Kohout, Nolan—12.

Ald. Dever presented the following amendment:

Amend by substituting the following for last paragraph of resolutions:

"*Be It Further Resolved,* That no action be taken by the City Council

on the ordinances above referred to in any event until after the 2d day of February, A. D. 1907, and that if on said date, the above mentioned petition has been signed by the requisite number of legal voters to entitle the question of public policy therein set forth to be submitted to the voters of said City at the election to be held therein on the 2d day of April, 1907, and that said petition has been filed with the Board of Election Commissioners of said City, then and in that event the said ordinances shall not be placed on passage until after the ballots have been counted and the result of said election determined, and that immediately thereafter said ordinances shall be taken up and disposed of by said City Council in accordance with the decision of a majority of the votes cast at said election."

Ald. Dever moved to adopt the amendment.

Ald. Foreman moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Martin, McCormick, Young, Bennett, Snow, Moynihan, Harris, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Stewart, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—49.

Nays—Harding, Dailey, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Finn, Sullivan, O'Connell, Kohout, Nolan—18.

Ald. Werno moved to adopt the resolutions submitted and recommended by the Committee on Local Transportation.

The motion prevailed, and the resolutions were adopted by yeas and nays as follows:

Nays—Kenna, Coughlin, Dixon, Foreman, Pringle, Martin, McCormick, Young, Bennett, Snow, Moynihan, Harris, Scully, Hurt, Cullerton, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Race—54.

Nays—Harding, Dailey, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Brennan, Finn, Nolan—12.

The following are the resolutions as adopted:

Resolved, That 100,000 copies of a petition in the following form be printed forthwith by and at the expense of the City of Chicago:

To the Board of Election Commissioners of the City of Chicago:

We, the undersigned, registered voters of the City of Chicago, respectfully petition that the following question of public policy be submitted to the voters of the City of Chicago, at the regular election to be held in and for the said City of Chicago on the first Tuesday in April, A. D. 1907:

Proposed Question of Public Policy.

For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15, A. D. 1907), authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to

construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee.

Name.	Address.
.....	
.....	

Be It Further Resolved: That copies of these petitions be placed in the public offices of the City of Chicago, and be distributed by the Mayor and the members of the City Council and the heads of the departments of the city government to such persons as may wish to sign the same or circulate the same for signatures;

Be It Further Resolved: That the ordinances hereinabove referred to, being the ordinances reported to the City Council of said city by its Committee on Local Transportation on the 15th day of January, A. D. 1907, be placed on final passage by the City Council after (but not before) the 2d day of February, A. D. 1907, and that if, on said date, the above mentioned petition has been signed by the requisite number of legal voters to entitle the question of public policy therein set forth to be submitted to the voters of said city at the election to be held therein on the 2d day of April, 1907, and has been filed with the Board of Election Commissioners of said city, then and in that event the said ordinances shall be then placed on passage, after being amended by inserting therein a provision that such ordinances, respectively, shall not take effect unless and until a majority of the votes cast upon said question of public policy at the said election shall be in the affirmative.

In connection with the foregoing, Ald. Werno presented the following communication, which was ordered published and referred to the Committee on Local Transportation:

CHICAGO, January 15, 1907.

Hon. Charles Werno, Chairman Local Transportation Committee, City of Chicago.

DEAR SIR—The Chicago City Railway Company desires that your Committee and the City Council should clearly understand the position of the Company with relation to the clause proposed to be added to the ordinance, providing, in case of a referendum, that the ordinance should only take effect in case a majority of the votes cast upon the question should be in favor of the ordinance. The Company is advised by its counsel that said proposed clause will be legal and valid, and the Company will in no event and under no circumstances make any claim to the contrary. In case of a referendum as proposed, if a majority of the votes cast are not in favor of the ordinance, the Company will make no claim that the ordinance is operative, and will make no claim to any rights under the ordinance. The Company does not desire to undertake the reconstruction of its street railways under any ordinance which is disapproved by a majority of the people of the city. The Company is willing to execute any formal contract which may be desired by your Committee to further protect the City in the matter above referred to.

Respectfully yours,

CHICAGO CITY RAILWAY COMPANY,

By T. E. MITTEN,

President.

JUDICIARY.

The Committee on Judiciary, submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, January 8, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance amending Section 121 of the Revised Municipal Code in re. ticket scalping, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE

Amending Article II. of Chapter VI. of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Article II. of Chapter VI. of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended by striking therefrom Section 121 and substituting therefor a section to be hereafter known as Section 121, which said section shall read as follows:

"**121. Scalping Forbidden.**) It shall be unlawful for any person or corporation to engage in the business of selling at a premium, or higher price than the price printed thereon, tickets of admission to theatrical performances, shows, exhibitions or other amusements for which an admission fee is charged, given or held at any place or places of amusement, and it shall be unlawful for any person or corporation who is not conducting or operating a place of amusement, to engage in the business of selling, at any price whatever, tickets of admission to theatrical performances, shows, exhibitions, or other amusements for which an admission fee is charged, given or held at any place or places of amusement, located within that part of the City of Chicago bounded by Lake Michigan on the east, Chestnut street on the north, Halsted street on the west and Twelfth street on the south, whether such selling of said tickets be his or its regular business or be engaged in occasionally or incidentally in connection with some other business. No person or corporation conducting, operating or managing any place of amusement, nor any officer, agent or employee thereof, shall directly or indirectly offer to sell, sell, consent to sell, connive at the sale of, or permit to be sold, any ticket of admission to any theatrical performance, show, exhibition or other amusement, for which an admission fee is charged, given or held at any place of amusement, to any broker, speculator, scalper or other person or corporation known by him or it to be regularly, occasionally or incidentally engaged in the business of selling tickets of admission to any theatrical performance, show, exhibition or other amusement for which an admission fee is charged, given or held at any place or places of amusement, at a premium or higher price than the price printed upon the said ticket, or at the regular price thereof for the purpose of a resale at an increased price. No person or corporation conducting, operating or managing any such place of amusement, within the district bounded as aforesaid, or any officer, agent or employee thereof, shall sell, offer to sell, connive at the selling of, or permit to be sold, any ticket of admission to any theatrical performance, show, exhibition or other amusement for which an admission fee is charged, given or held at the said place of amusement, at any place within the city other than a regular box-office or ticket-office located upon the premises where such theatrical performance, show, exhibition or other amusement is given or held. It shall be unlawful for any person or corporation to sell, or attempt to sell, any ticket or tickets of admission to any theatrical performance, show, exhibition or other amusement for which an admission fee

is charged, given or held at any place of amusement, at a premium or a price higher than the regular price thereof, in or on any street, sidewalk, alley or public ground in the city; *Provided*, that all persons or corporations who engage in the selling of tickets of admission to any theatrical performance, show, exhibition or other amusement, the proceeds of which are to be devoted to benevolent or charitable purposes, shall be exempt from the provisions of this ordinance."

Amend Section 122 of said Article II. of said Chapter VI. of said Revised Municipal Code of Chicago of 1905 by striking therefrom Section 122 thereof, and substituting therefor a section to be hereafter known as Section 122 of said article and chapter, which shall read as follows:

"**122. Penalty.)** Any person or corporation violating any of the provisions of this article by failing to mark or to exhibit or by falsely marking a chart or charts or diagram or diagrams, or by directly or indirectly engaging in the business of selling tickets of admission to any place or places of amusement, or selling, offering to sell, consenting to sell, or conniving at the sale of any ticket or tickets of admission to any place or places of amusement, contrary to the provisions hereof, shall be fined not less than twenty-five dollars ($25.00) nor more than two hundred dollars ($200.00) for each offense, and each offer to sell, sell, consent to sell, connivance at the sale, or permission to sell a ticket in violation of any provisions of this article shall constitute a separate and distinct offense. *Provided*, that whenever it shall appear to the satisfaction of the Mayor that any person or corporation conducting, operating or managing any place or places of amusement in the city, or any officer, agent or employee of such person or corporation, has violated any of the provisions of this article, the Mayor may at his discretion revoke the license or licenses of said place or places of amusement."

SECTION 2. This ordinance shall be in full force and effect from and after its passage and due publication.

WILLIAM E. DEVER,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance amending Sections 761 and 762 of the Revised Code of 1905, concerning the delivery of unclaimed dogs by the pound keeper to medical colleges, etc., and an ordinance amending Section 2213 of the Code concerning the emission of smoke from chimneys, submitted reports recommending that the ordinances be placed on file.

Ald. Dever moved to concur in the reports.

The motion prevailed.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered pulished:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance vacating alley between Lots 13 and 14, Thomas S. Walker's Subdivision of Laflin, Smith & Dyer's

Subdivision, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance without compensation, the value of the land dedicated being greater than that vacated:

AN ORDINANCE

Vacating a portion of the alley extending north and south from Graceland avenue to Dakin street, between Sheridan road and Seminary avenue, and dedicating a new alley in the same block.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the 16-foot alley extending south 130.05 feet from Graceland avenue and lying between Lots 13 and 14, in Thomas S. Walker's Subdivision of part of Lot 3, of Laflin, Smith & Dyer's Subdivision of the west half of the northeast quarter of Section 20, in Township 30 North, Range 14, East of the Third Principal Meridian (except the 1.28 acres in the northeast corner), the same being located in the block bounded by Graceland avenue, Sheridan road, Dakin street and Seminary avenue, as shown, marked in red and indicated by the words "to be vacated," on the plat hereto attached, which is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as the same is no longer required for public purposes, and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within 30 days after the passage of this ordinance the owner or owners of the property herein described shall dedicate to the public and open up for public use as an alley and a strip 10 feet in width extending in a westerly and northwesterly direction alongside of the right of way of the Northwestern Elevated Railroad Company in the rear of Lots 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23, in said Thomas S. Walker's Subdivision, thence north in the eastern portion of Lot 24, in said Thomas S. Walker's Subdivision as shown on the aforesaid plat marked in yellow and indicated by the words "to be dedicated" thereon.

SECTION 3. This ordinance shall take effect and be in force, subject to the provisions of Section 2 hereof; provided, that within 30 days of the passage of same the owner or owners of the property herein described shall file in the office of the Recorder of Deeds of Cook County, Illinois, a plat properly executed and acknowledged showing the vacation and dedication herein provided for.

JOHN H. SULLIVAN,
Chairman.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was refered ordinance granting permission to Boston Store to maintain team scale, having had the same under advisement beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Boston Store of Chicago, a corporation, its successors and assigns, to construct and maintain a team scale

and necessary operating appurtenances, in the alley in the rear of the premises known as 77-87 East Madison street. The location of said team scale, and the work of construction necessary in and about the placing of the same shall be done under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 2. That the permission and authority hereby granted shall cease and determine ten years from and after the passage of this ordinance, or at any time prior thereto, at the discretion of the Mayor.

SECTION 3. During the life of this ordinance, the said grantee at all times shall keep said scale and the portion of the alley immediately surrounding the same, in good condition and repair, and safe for public travel, to the satisfaction of the Commissioner of Public Works of said City of Chicago.

SECTION 4. At the expiration of the term herein granted, the said grantee, its successors and assigns, shall forthwith remove said scale and its appurtenances, and restore the alley to its proper condition, to the satisfaction of the Commissioner of Public Works; so that the portion of said alley occupied by said scale shall be put into the same condition as the other parts of said alley.

SECTION 5. No work shall be done under the authority of this ordinance unless a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue unless the grantee herein shall execute to the City of Chicago a good and sufficient bond in the sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense whatsoever, which it may be put to, or which may accrue against it, or be charged to or recovered from said city, from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein given. And conditioned further to observe and perform all the conditions and provisions of this ordinance. The said bond and liability of the sureties thereunder shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance, this bond shall not be in full force, then the privileges and authority granted shall thereupon cease.

SECTION 6. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void, if said grantee or its assigns shall fail promptly to pay any installment of said compensation.

SECTION 7. This ordinance shall be in force and effect from and after its passage, and upon the filing of an acceptance in writing of this ordinance by the said grantee, and upon the filing of the bond hereinabove in Section 5 provided for.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was re-

ferred an ordinance granting permission to Grand Crossing Tack Company to lay conduit across South Chicago avenue, having had the same under advisement, beg leave to report and recommend the passage of the substitute ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Granting to the Grand Crossing Tack Company authority to lay down, maintain and operate one 8-inch water pipe, two 6-inch steam pipes and a conduit containing three ducts for electrical wires across South Chicago avenue, between Jefferson avenue and Washington avenue and across the public alley running parallel to and lying northeast of South Chicago avenue near Jefferson avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Grand Crossing Tack Company to lay down, maintain and operate one 8-inch water pipe; also two 6-inch steam pipes to be placed in one conduit; also a conduit of vitrified tile containing three ducts each 4-inch by 4-inch in size for electrical wires; across South Chicago avenue, between Jefferson avenue and Washington avenue. The location of said conduits for water pipe, steam pipes and conduit for electrical wires shall be about ——— feet northwest of Jefferson avenue, measured on the northeast line of South Chicago avenue, substantially as shown on the plat hereto attached which is hereby made a part of this ordinance. Permission and authority is also hereby given to the said grantee to lay down, maintain and operate one water pipe, two steam pipes and a three-duct conduit for electrical wires, the same being extensions of and similar to the aforesaid pipes and conduits in and across the first public alley lying northeast of and running parallel to South Chicago avenue and extending in a northwesterly direction from Jefferson avenue. The location of said water pipe, steam pipes and conduit for electrical wires in said alley shall be about ——— feet northwest of Jefferson avenue measured on the southwest line of said alley, substantially as shown on the aforesaid plat. The location of all of the said pipes and conduits and the construction of same shall be under the direction and supervision, and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted all of the said pipes and conduits herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed the street and alley in which said pipes and conduits shall have been, shall be restored to their proper condition to the satisfaction of the Commissioner of Public Works so that the portions of said street and said alley where said pipes and said conduits shall have been located shall be in the same condition and safe for public travel as the remaining portions of said streets and said alleys in the respective blocks in which they are located, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City of Chicago. Said grantee shall do no permanent injury to said street or said alley or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber more of said street or said alley than shall be necessary to enable it to proceed with advantage in the work herein authorized. Should any of said pipes or con-

duits interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove any or all of said pipes and conduits or change the location thereof as directed by the Commissioner of Public Works at its or their own expense, and without any expense whatever to the City of Chicago.

SECTION 4. During the life of this ordinanee the grantee herein, its successors and assigns, shall at all times keep the surface of the street and the alley over the said pipes and conduits in a condition satisfactory to the Commissioner of Public Works, and safe for public travel. The operation and maintenance of all of said pipes and conduits herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of water pipes, steam pipes and conduits for electrical wires, electricity and the use of electrical wires, and also relating to underground construction of any kind or character.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor; conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. The grantee, its sucessors and assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance of the same, and the bond hereinabove provided for within thirty (30) days of the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance granting permission to Mandel Brothers to maintain three bridges across Holden court, having had

the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Mandel Brothers, a corporation, its successors and assigns, to maintain three (3) bridges or covered passageways across Holden court as now constructed, connecting the second, third and fifth floors of the building erected on the north one-half (½) of Lot nine (9) and the south one-half (½) of Lot ten (10), Block fourteen (14), Fort Dearborn Addition to Chicago, and known as Nos. 119 to 121 State street, with the corresponding floors of the building erected on the south one-half (½) of Lot five (5), and the north one-half (½) of Lot six (6), Block fourteen (14), Fort Dearborn Addition to Chicago, and known as Nos. 113 and 115 Wabash avenue.

The bridges connecting the second, third and fifth floors of the above building shall not be more than twenty-two (22) feet three (3) inches, six (6) feet and six (6) feet three (3) inches respectively in width, as shown in the plat hereto attached, which for greater certainty is made a part of this ordinance.

Said bridges or covered passageways shall be maintained under the direction and supervision and to the satisfaction of the Commissioner of Public Works and Fire Marshal of the City of Chicago, and in such a manner as not to interfere with public travel in said Holden court underneath same.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. In consideration of the privileges herein granted and as compensation therefor said Mandel Brothers, its successors or assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed and until such time as said bridges or covered passageways are removed, the sum of five hundred sixty-eight and twenty-four- one-hundredths ($568.24) dollars per year, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said Mandel Brothers, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 4. At the termination of the privileges hereby granted, by lapse of time or otherwise, said Mandel Brothers, its successors or assigns, shall remove said bridges or covered passageways at its or their own expense and without cost or expense of any kind whatsoever to the City of Chicago, provided that in the event of the failure, neglect or refusal on the part of said Mandel Brothers, its successors or assigns, to remove said bridges or covered passageways the City of Chicago may proceed to remove same and charge the expense thereof to said Mandel Brothers, its successors or assigns .

SECTION 5. Said Mandel Brothers, the grantee herein, shall execute to the City of Chicago a good and sufficient bond in the penal sum of $10,000.00, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago or which it may be put to, or which may accrue

against, be charged to or recovered from said City from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein granted, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage, provided that said Mandel Brothers shall file its written acceptance of this ordinance, together with the bond hereinbefore provided for, within thirty (30) days.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting Potter Watch Company permission to maintain clock on iron post at No. 88 East Madison street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance without compensation:

AN ORDINANCE

Authorizing Potter Watch Company to construct a clock on the top of an iron post on Madison street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Potter Watch Company (a corporation), its successors and assigns, to construct, maintain and operate a double-faced running clock on the top of an iron post now fixed and located at the edge of the sidewalk on Madison street in this city, in front of the storeroom now known as No. 88 East Madison street, said clock to be constructed according to plans approved by the Commissioner of Public Works, a copy of which plans shall be kept on file in the office of said Commissioner. Said clock and support shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or by the exercise of the Mayor's discretion aforesaid, said grantee, its successors or assigns, shall remove said clock and said post and restore the sidewalk at the place where said clock shall be located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to the city, so that said sidewalk shall be put in the same condition, safe for public travel, as the other parts of the sidewalks in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any

and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, or the sureties thereon sufficient, then the privilege herein granted shall thereupon cease

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the sidewalk immediately around said clock and its supports in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that said grantee, its successors or assigns, shall file with its or their written acceptance of same within thirty (30) days of the passage of this ordinance, and shall also within said thirty (30) days file the bond herein provided for.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, January 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting permission to University of Chicago to maintain team scale, and to excavate and maintain vault in the rear of Fifth avenue and Madison street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the University of Chicago, its successors and assigns, to construct, maintain and operate a team scale and necessary operating appurtenances in the alley south of and abutting upon the premises known as the southeast corner of Fifth avenue and Madison street; also to excavate and maintain a vault in the above alley in the rear of the above building, said vault to be not more than forty-seven (47) feet, eight (8) inches in length, nor more than ten (10) feet in width, nor more than fifteen (15) feet in depth, as shown in the attached plat, which is hereby made a part of this ordinance.

The location and construction of said scale and vault to be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the privileges herein granted the scale herein authorized shall be removed by said grantee, and the vault herein authorized shall be filled up, unless this ordinance shall be renewed, and if said scale is so removed and said vault so filled up, the alley where the same shall have been located shall be restored to its proper condition, to the satisfaction

of the Commissioner of Public Works, so that said portion of said alley shall be safe for public travel, and in the same condition as the remaining portion of said alley, at the sole expense of the grantee herein, without cost or expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said alley or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or incumber more of said alley than shall be necessary to enable it to proceed with advantage in constructing said scale and excavating said vault. Should said scale interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein shall remove said scale or change the location thereof, as directed by the Commissioner of Public Works, at its own expense and without any expense whatsoever to the City of Chicago.

SECTION 4. The said grantee, its successors and assigns, shall pay as compensation for the privileges herein granted the sum of one hundred four and twelve one-hundredths ($104.12) dollars per annum during the life of this ordinance. The first payment shall be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall be issued until the grantee shall execute to the City of Chicago its bond in the penal sum of twenty thousand ($20,000) dollars, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privilege and authority herein granted shall thereupon cease.

SECTION 6. During the life of this ordinance the grantee herein, its successors and assigns, shall at all times keep the surface of the alley around said scale and contiguous thereto in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the said grantee shall file the bond hereinabove provided for within thirty (30) days from the passage hereof.

ERNEST BIHL,
Chairman.

HEALTH DEPARTMENT.

The Committee on Health Department, to whom was referred an opinion from the Corporation Counsel concerning the right of the Chicago Union Hospital to conduct a general hospital on Dayton street, submit-

ted a report recommending that the same be placed on file.

Ald. Hoffman moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, January 15, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance vacating alley in Jordan's Re-Subdivision of Ogden's Subdivision, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the east and west alley in Block four (4), in T. M. Jordan's Re-Subdivision of Lots thirteen (13), fourteen (14), fifteen (15), seventeen (17) and eighteen (18), of Ogden's Subdivision of the east half (E. ½) of the northeast quarter (N. E. ¼) of Section twenty-four (24), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian, beginning at the west end of said alley and extending thence east two hundred and fifty-six (256) feet, and also that the alley running north and south and adjoining on the west Lot twenty-seven (27), in Block four (4), in T. M. Jordan's Re-Subdivision aforesaid, be and the same are hereby vacated, inasmuch as said alleys are no longer required for public purposes; said alleys hereby vacated are shown on the plat of said Block four (4), in T. M. Jordan's Re-Subdivision aforesaid, which plat is hereto attached and made a part of this ordinance; nor shall the vacations herein made become in effect until Daniel J. O'Donovan shall pay to the City Collector of the City of Chicago the sum of twenty-one hundred seventy-four and forty one-hundredths ($2,174.40) dollars, which is hereby assessed and determined as the damages which may accrue by virtue of the closing of said alleys, which payment shall be made within thirty (30) days from the date of the passage hereof, nor unless the said Daniel J. O'Donovan shall file for record, within thirty (30) days from the date of the passage hereof, in the office of the Recorder of Deeds of Cook County, a plat showing the alleys so vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of Section 1 hereof.

A. J. HARRIS,
Acting Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an ordinance and petition in favor of the Atchison, Topeka & Santa Fe Railway Company for a twenty-inch tile pipe under the surface of Twelfth street, west of State street, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of

Public Works be and he is hereby directed to issue a permit to Benjamin Arnheim for a "V" shaped sign, 4x4 feet, to be placed at No. 157 South Clark street, and to extend three feet from the building. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Coughlin presented the claims of Vin. DeAmico for wages, and of Geo. L. Pfeiffer (liquidator) for damages on account of track elevation, which were

Referred to the Committee on Finance.

SECOND WARD.

Ald. Dixon presented the claim of Chas. W. Leeming for damages to property, which was

Referred to the Committee on Finance.

THIRD WARD.

Ald. Pringle presented the following order, which was, on motion, duly passed:

Ordered, That the Committee on Finance be and is hereby instructed to include in the appropriation ordinance for the year 1907 an item for defraying the expense of investigating taximeters and the best method of installing them on cabs and other vehicles.

FOURTH WARD.

Ald. Dailey presented the claim of Barney McGovern for personal injuries, which was

Referred to the Committee on Finance.

FIFTH WARD.

Ald. Martin presented an ordinance for vacating a 16-foot alley between Wood street and Market place, running from the right-of-way of the Chicago & Alton Railroad Company to an alley running parallel with Archer avenue, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Martin presented the claim of Thos. F. Drury for wages, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Lock street from Hillock avenue to Archer avenue.

By unanimous consent, on motion of Ald. Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for opening 38th place, from Wood street to Paulina street in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for opening 38th place, from Wood street to Paulina street," passed June 17, 1895, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Larkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

SIXTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the westerly side of Michigan terrace from 40th street to 41st street.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of 47th street, from Cottage Grove avenue to State street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance for the improvement of 47th street from Cottage Grove avenue to State street," passed June 18, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31193 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

SEVENTH WARD.

Ald. Bennett presented the following order:

WHEREAS, The general ordinances of the City of Chicago provide that the working hours of the employes of the different departments shall be from 9 o'clock A. M. until 5 o'clock P. M., and

WHEREAS, In order to facilitate the work upon the Belden avenue sewer sys-

tem, the Kedzie avenue sewer system, the Western avenue sewer system and other improvements now pending in the Department of the Board of Local Improvements, it is necessary to employ additional help or provide for the employment of the regular office force to work overtime, and

WHEREAS, This work can be better expedited by the employment of the regular office force of the Board of Local Improvements to work evenings overtime, than by the temporary employment of new additional inexperienced clerks; be it therefore,

Ordered, That the Board of Local Improvements be, and are hereby authorized, empowered and directed to employ not to exceed sixty employes of their department to work overtime from the hour of six o'clock P. M. until the hour of ten o'clock P. M., and to pay them therefor for such overwork on the basis of time and one-half of their regular salary as shown from the pay-rolls of the department for the month of December, 1906, and the Comptroller and City Treasurer of the City of Chicago are hereby authorized and directed to pay such employes of the Board of Local Improvements accordingly upon proper vouchers or special pay-rolls duly approved by the Board of Local Improvements; and it is

Ordered, That for the purpose of paying such employes as above set forth, there be appropriated by this Council the sum of ten thousand ($10,000.00) dollars, and the Finance Committee are hereby authorized and instructed to include this amount in the annual appropriation bill for the year 1907.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Civil Service Commission, in accordance with its request of January 10th, 1907, be and it is hereby authorized to employ one examiner of examination papers, at a salary of one thousand dollars ($1,000.00) per year and one examiner of applications, at a salary of twelve hundred dollars ($1,200.00) per year, pending the passage of the appropriation bill for the year 1907, and the Comptroller is ordered to pay wages of same when properly vouchered by said Civil Service Commission.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay voucher to M. J. Corboy for work at 3901 Lake avenue and amounting to forty-one and thirty-nine one-hundredths dollars ($41.39) from the Water Fund, in accordance with the recommendation of the Deputy Comptroller attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Bennett presented the following orders, which were, on motion, duly passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer in the appropriation for Fire Department from "Salaries, Fund G, Truckmen," to "Fund K, Repairs to Buildings and Fireboats," the sum of four thousand dollars ($4,000.00), in accordance with the request of the Fire Marshal, dated January 12, 1907, and attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized and directed to make the following transfer in the appropriation for the House of Correction:

$2,000.00 from special appropriation for "Machinery Supplies," to special appropriation for "New Work," in accordance with the request of the Superintendent, under date of January 12th, 1907, and attached hereto.

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer in the appropriation for the Police Department, from "Fund 18, Division A-A, Miscellaneous," to "Fund 31, Lodging House," the sum of four hundred seventy-eight and eighty-six one-hundredths dollars ($478.86), in accordance with the recommendation of the General Superintendent of Police attached hereto.

Ald. Bennett presented the claim of F. F. Kellogg & Co., for refunds of 90 per cent of sundry special assessments, which was

Referred to the Committee on Finance.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance passed July 10, 1905, and published on page 972, Council Proceedings, of that date, granting permission and authority to J. W. Fernald, his heirs, successors or assigns, to lay down and maintain across and underneath the surface of the first alley south of 15th street, between Morgan street and Centre avenue, at a point about 110 feet west of Morgan street, between the property of the Chicago Terminal Transfer Railway Company, located on the south side of said alley, and the property of J. W. Fernald located on the north side of said alley, a conduit not to exceed 3 feet in width and not more than 3 feet outside measurement, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force and take effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon,

Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance passed on July 9, 1900, and published on page 809, Council Proceedings, of that date, granting permission and authority to the Jenkins & Reynolds Company, its successors, lessees or assigns, to lay down, maintain and operate a switch track connecting lots two (2), three (3) and four (4) in Crane's subdivision of a part of the east one-half (½) of the northwest quarter (¼) of Section twenty-eight (28), Township thirty-nine (39) north, Range fourteen (14), east of the Third Principal Meridian, with the tracks of the Chicago & Western Indiana Railroad Company, and for that purpose to cross the alley running north and south between Stewart avenue and McGlasson street, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force and take effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance passed on January 18, 1904, and published on page 2044, Council Proceedings, of that date, granting permission and authority to the executors of the estate of Elijah Peacock, deceased, their successors and assigns, to lay down, construct, maintain and operate a single railroad switch track across Stewart avenue in the City of Chicago at grade, beginning at a point on the easterly line of the tracks of the Pittsburg, Fort Wayne & Chicago Railway just south of 35th street, and extending thence southeasterly across Stewart avenue to a point on the easterly line of Stewart avenue 166 feet south of 35th street, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force and take effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno,

Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted to Horace E. Horton, doing business as the Chicago Bridge & Iron Works, to maintain the railroad switch track heretofore constructed and operated by them extending along and upon Throop street (Hilliard avenue) and twice across Elm street (105th), said railroad track starting at a point on the present switch track of the said Horace E. Horton in Hilliard avenue, on the north line of Elm street (105th), twenty-eight (28) feet due east of the southwest corner of Block No. 3, Hilliard & Hitt's Sub-division of Washington Heights, Chicago, thence southerly on a 21-degree 30-minute curve to the right, crossing Elm street (105th), and intersecting the northeast corner of Block No. 6, in said Hilliard & Hitt's Sub-division; also a second crossing of said Elm street (105th), beginning at a point on the right of way of the Chicago, Rock Island and Pacific Railway Company twenty-nine (29) feet due west from the southwest corner of said Block Three (3), thence on a 21-degree 30-minute curve to the left southerly, crossing Elm street (105th) and intersecting the north line of said Block Six (6) at a point due south from the southwest corner of said Block Three (3); the two crossings of Elm street (105th), as specified above, being in a continuous curve forming a Y between the two existing switch tracks into the property of said Horace E. Horton, in accordance with the plans hereto attached for, and during the period of ten (10) years from and after the passage of this ordinance.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment and repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of said streets as are occupied by said switch track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted by expiration of time or otherwise said grantee shall remove said switch track and all appurtenances thereto and shall forthwith restore the portions of said streets occupied by said switch track to a condition safe for public travel similar to the remaining portions of said streets in the same block to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges herein granted, the said Hor-

ace E. Horton shall pay to the City of Chicago the sum of one hundred ninety-nine and twenty-five one-hundredths dollars ($199.25) for the use of said streets from the 22d day of June, A. D. 1905, to the date of the passage of this ordinance, and the further sum of one hundred twenty-seven and fifty one-hundredths dollars ($127.50) per annum in advance each and every year during the life of this ordinance; the first payment of such annual amounts to be as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or his assigns fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the bond herein above mentioned be filed within thirty (30) days from the passage thereof.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Snow presented the claim of Jno. A. McGarry &Co., for refund of compensation paid for use of certain railway tracks, which was

Referred to the Committee on Finance.

EIGHTH WARD.

Ald. Moynihan presented the following orders, which were, on motion, duly passed:

Ordered, That the Track Elevation Expert be and he is hereby directed to prepare an ordinance for the elevation of the roadbed and tracks of the South Chicago Branch of the Illinois Central Railroad Company from a point connecting with its main tracks near Seventy-second street and running south to Ninetieth street; said elevation to be erected on a steel structure wherever said tracks are laid in a public street and upon an

embankment where they are not in a public street.

Ordered, That the Commissioner of Public Works be and he is hereby directed to compel the Illinois Central Railroad to erect gates and maintain gatemen at 80th street, 80th place, 81st street, 82d street and 83d place on the South Chicago Branch of its lines.

Ordered, That the Commissioner of Public Works be and he is hereby directed to notify the Chicago, Rock Island and Pacific Railway, and the Belt Railroad Company to plank Escanaba avenue over their right of ways in order to take care of the traffic from the north and south which will be shut off on account of the construction of the Ninety-fifth Street Sewer along Commercial avenue.

Ald. Moynihan presented an order for the payment of the salary of a poundmaster for the "Hegewisch Pound District," which was

Referred to the Committee on Finance.

Ald. Moynihan presented an order for cement sidewalks on various streets of the Eighth Ward, which was

Referred to the Board of Local Improvements.

Ald. Derpa presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Coles avenue, between 73d and 74th streets, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Avenue "G," between 105th street and 106th street, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Derpa presented the claim of Wm. Schumacher for refund for unused building permit, and a petition from certain well tenders at the various pumping stations for increase of salary, which were

Referred to the Committee on Finance.

NINTH WARD.

Ald. Harris presented an ordinance in favor of the National Lead Company for a switch track to connect with the tracks of the C. B. & Q. Railroad Company northward from a point near Sangamon and Eighteenth streets, which was

Referred to the Committee on Streets and Alleys, West Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Liberty street, from South Halsted street to South Canal street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the northwesterly side of Lumber street,

from Seward street to 73 feet southwesterly of Seward street, etc.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Ruble street, from Canalport avenue to West 21st street.

By unanimous consent, on motion of Ald. Harris the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Seward street, from West 16th street to Lumber street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 20th street, from South Jefferson street to Blair street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

TENTH WARD.

Ald. Scully and the Aldermen of the 9th, 10th, 11th and 12th Wards presented an order for the rerouting of the street cars on West 21st street, which was

Referred to the Committee on Local Transportation.

Ald. Scully presented the claim of Clara Glickauf for damages on account of track elevation, which was

Referred to the Committee on Finance.

Ald. Scully presented an order for paving the alley between 18th and 19th streets, and Blue Island avenue and Laflin street, which was

Referred to the Board of Local Improvements.

ELEVENTH WARD.

Ald. Hoffman presented an ordinance amending Section 1098 of the Revised Code of 1905 concerning the loading of manure, etc. on cars, which was

Referred to the Committee on Health Department.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

WHEREAS, There exists an uncertainty in the mind of the public as to the character and scope of the ordinances designed for the Chicago City Railway and Chicago Railways Company now being considered by the Committee on Local Transportation. Said ordinances are said to have been drafted by Special Counsel Fisher and the Committee along the lines of a letter written to Chairman Werno by His Honor, Mayor Dunne, on April 27, 1906; and,

WHEREAS, A completed copy of such ordinance has thus far not been published, so that the members of this Council and the public are not informed as to its exact provisions; and,

WHEREAS, Several thousand petitions are now being circulated throughout the city condemning said ordinance and proposing entirely different plans for the settlement of the street car problem; and,

WHEREAS, It is important to the people and to the Aldermen, who are their servants, that a full and complete understanding should be had of the provisions of such ordinance to the end that the Aldermen may be advised by their constituents of their views on this subject; therefore,

Ordered, That the City Clerk furnish, at the earliest possible date, each Alderman with 300 copies of the proposed ordinance reported into the Council at its meeting January 15, 1907; and be it further

Ordered, That it be the sense of this Council that each Alderman distribute in his ward said copies and in addition thereto circulate a petition, containing the salient points involved in the ordinance, for the approval or rejection of the people.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

Ordered, That the Finance Committee of the City Council be and is hereby instructed to insert in annual appropriation bill an amount sufficient to purchase ground and construct thereon a public bath house within the boundary of 18th, 22d, Lincoln streets and Hoyne avenue.

TWELFTH WARD.

Ald. Zimmer presented the following resolutions:

WHEREAS, The City Council of the City of Chicago has learned with deep regret and sorrow of the death of William Schwerin, who faithfully served the people of Chicago as Alderman of the Tenth Ward, from 1890 to 1892;

Resolved, That in the death of Wiliam

Schwerin, the City of Chicago has lost a valuable citizen, who as a public official served the people faithfully and well, and that we hereby tender our sincere and heartfelt sympathy to his family; and be it further

Resolved, That in recognition of his public services and honorable career, these resolutions be spread upon the records of the City Council and a copy thereof duly engrossed be presented to his bereaved family.

Which were, on motion of Ald. Zimmer, duly adopted by a rising vote.

Ald. Zimmer presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect two gasoline lamps in front of Lithuanian Church and School, located at 130 to 134 West 23d place.

Ald. Zimmer presented the claims of G. W. Malcolm and L. Sargisson for refunds, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of South Spaulding avenue, from West 22d street to a line 194.6 feet north of West 22d street.

By unanimous consent, on motion of Ald. Zimmer, the estimate was approved and the ordinance was passed by yeas yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of South Trumbull avenue, from Ogden avenue to Chicago, Burlington and Quincy Railroad.

By unanimous consent, on motion of Ald. Uhlir, the etsimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 21st place, from South Albany avenue to a line 623.7 feet east of South Albany avenue.

By unanimous consent, on motion of Ald. Zimmer, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart,

Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Riley presented the claim of Jas. E. Denvir for refund of assessment for water service pipe, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of West Van Buren street, from the first north and south alley east of South Trumbull avenue to the first north and south alley west of South Trumbull avenue, etc.

By unanimous consent, on motion of Ald. Riley, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

FOURTEENTH WARD.

Ald. Harkin presented an order for the purchase of an asphalt plant by the city for repairs of streets for which the reserve has expired, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for water service pipes in North Christiana avenue, between West Chicago avenue and West Ohio street.

By unanimous consent, on motion of Ald. Maypole, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moyihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

FIFTEENTH WARD.

Ald. Beilfuss and Smith presented an order for a double track railway and a thirty-eight foot roadway on Robey street, between North avenue and Division street, which was

Referred to the Committee on Local Transportation.

Ald. Beilfuss presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to have placed underground immediately all overhead wires on Division street, from Milwaukee avenue to California avenue.

The Board of Local Improvements submitted a recommendation, estimate and

ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of Ewing place, from North Robey street to North Leavitt street, etc.

By unanimous consent, on motion of Ald. Smith, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

SEVENTEENTH WARD.

Ald. Sitts presented the claim of Jacob Aaron for rebate of water tax, which was

Referred to the Committee on Finance.

EIGHTEENTH WARD.

Ald. Conlon presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Health be and he is hereby directed to investigate the sanitary conditions of the Union Depot, owned by the Pennsylvania Railroad Company, and cause said company to put said depot in a proper sanitary condition.

NINETEENTH WARD.

Ald. Powers presented a petition from hostlers of the Police Department for increases in salary, and an order for an increase in salary for crib laborers, which were

Referred to the Committee on Finance.

Ald. Powers presented the claim of John Murnane for payment of salary, which was

Referred to the Committee on Finance.

Ald. Bowler presented the claims of J. Richman for refund for unused building permit, and of Andrew Battaglia for salary, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with granite blocks Law avenue, from West Harrison street to West Polk street.

By unanimous consent, on motion of Ald. Bowler, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

TWENTY-SECOND WARD.

Ald. Sullivan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and is hereby directed

to issue a permit to Rosenbach & Co., 240 East North avenue to string a muslin sign across street in front of their premises for period of ten (10) days. Said order to be revocable at any time by His Honor, the Mayor.

Ald. Sullivan presented the claim of Jeremiah Messett for back salary, which was

Referred to the Committee on Finance.

Ald. Sullivan moved that an ordinance in favor of Jas. S. Kirk & Co. for a tunnel under North Water street near Pine street, placed on file April 7, 1906, be taken from file and recommitted to the Committee on Streets and Alleys, North Division.

The motion prevailed.

Ald. Dougherty presented an ordinance in favor of the Union Special Machine Company for a covered passageway across an alley, which was

Referred to the Committee on Streets and Alleys, North Division.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a fourteen-foot stone sidewalk on both sides of North avenue, from Wells street to North Halsted street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a fourteen-foot stone sidewalk on both sides of North avenue, from Wells street to North Halsted street," passed September 28, 1903, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed July 2, 1904, Warrant 33047, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Cullerton, Hoffman, Zimmer, Uhlir, Riley Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

TWENTY-FOURTH WARD.

Ald. Hahne presented the claim of Henry Oppen for an increase of salary, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Dunning street, from Southport avenue to a line parallel with and 75 feet southeasterly of Terra Cotta place.

By unanimous consent, on motion of Ald. Hahne, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fish-

er, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

TWENTY-FIFTH WARD.

Ald. Williston presented an ordinance repealing an ordinance for the opening of West court, from Briar place to Belmont avenue, passed September 24, 1906, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Williston presented the claim of Siebold & Neunkirchen for compensation for work done on the Thirty-ninth Street Pumping Station, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt Barry avenue, from North Western avenue to North Hoyne avenue.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with granite macadam the present roadway of Belmont avenue, from North Clark street to North Halsted street.

By unanimous consent, on motion of Ald. Williston, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with granite blocks Belmont avenue, from Sheffield avenue to North Clark street.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps presented a petition and ordinance for vacating an alley in Ogden Estate Subdivision of Block thirteen, Section 19-40-14, which were

Referred to the Committee on Streets and Alleys, North Division.

Ald. Lipps and Reinberg presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have attached frontage consents for double track street railway on Western avenue, from Roscoe street to Lincoln avenue verified (6 sheets).

Ald. Reinberg presented the claim of Geo. E. Gall for rebate of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Reinberg presented orders for paving, with granite, portions of Wilson, Claremont, Oakley, Leland, Western, Lincoln, Sunnyside and Eastwood avenues and Leavitt street, which was

Referred to the Board of Local Improvements.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the following orders, which were, on motion, duly passed:

Ordered, That the Superintendent of Streets be and he is hereby directed to issue a permit to Raymond Dombrosky to move a one-story frame building from No. 1213 Armitage avenue to No. 1269 Armitage avenue.

Ordered, That the Commissioner of Public Works be and he is hereby directed to provide and lay a four (4) inch water supply pipe connecting the water main in Warsaw avenue with the organ motor in St. Xavier's Roman Catholic Church on the north side of Warsaw avenue, between California and Francisco avenues; said connection to be without meter, and the laying thereof, and the water supplied there through to operate said motor, to be so laid and supplied without cost to said church. Provided, that the rights and privileges hereby granted may be revoked by the Mayor at any time at his discretion.

Ald. Siewert presented a petition containing frontage consents for a double-track railway on West Fullerton avenue, from Milwaukee avenue west to North 40th avenue.

Ald. Siewert moved that the petition be referred to the Commissioner of Public Works for approval of the signatures thereon, and then to the Committee on Local Transportation.

The motion prevailed.

Ald. Siewert and Blase presented an order for double-track railways on Milwaukee avenue, from Lawrence northwesterly to the city limits, and on Elston avenue, from Forest Glen northwesterly to Milwaukee avenue, which was

Referred to the Committee on Local Transportation.

Ald. Blase presented an order for a 12-inch feeder main in North 48th avenue, from Pensacola avenue to Irving Park avenue, and an order for a six-foot cinder sidewalk on Irving Park avenue, between 66th and 68th avenues, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West Fullerton avenue, from Humboldt boulevard to North Central Park avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on the west side of North 70th avenue, from Dickens avenue to Armitage avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of North 72d avenue, from Claremont street to Sanford avenue produced, southeasterly.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Herlihy presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Johnson Bros, to hang muslin signs at 1650 Milwaukee avenue and Milwaukee avenue and Irving Park boulevard; said signs shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Herlihy presented a petition from engineers in the Department of Electricity for an increase in salary, which was

Referred to the Committee on Finance.

TWENTY-NINTH WARD.

Ald. Wendling presented an order to equip the central elevators of the City Hall with lever starters in place of the cables now in use, and an order for ad-

ditonal rooms at the Mayor Bath, which were

Referred to the Committee on Finance.

THIRTY-FIRST WARD.

Ald. O'Connell presented the claim of Thos. J. Cousins for refund of water pipe assessment, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of South Centre avenue, from West 58th street to West 63d street.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 71st street, from the first north and south alley east of South Ashland avenue to the first north and south alley west of South Ashland avenue, etc.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West 69th street, from South Wood street to Loomis street, etc.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 69th street, from South Wood street to South Robey street, etc.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the Chief of the Fire Department be and he is hereby directed to flood the vacant lot at the northwest corner of West 99th street and Vincennes Road, so that the same can be used for public skating, permission for same having been secured from the owners of the property; providing, however, that no charge shall be made for skating.

Ordered, That the Chief of the Fire Department be and he is hereby directed to flood the basin in the small city park at the northeast corner of West 105th street and Longwood avenue, so that the same can be used for public skating; providing, however, that no charge shall be made for skating.

Ald. Fisher presented the following order:

WHEREAS, The opinion submitted to this Council by the Honorable Corporation Counsel of Chicago has clearly defined the city's legal position with reference to the present City Hall site; and in order that no legal complications may arise between the County of Cook and the City of Chicago to impede and delay action when an acceptable method of financing the erection of a new City Hall shall be presented; therefore, be it

Ordered, That the Committee on City Hall and Public Buildings be and it is hereby directed to request the Attorney of Cook County to submit to this City Council, through said Committee, at as early a date as practicable, an opinion setting forth fully what, in his judgment, are the legal rights still remaining in and possessed by the County of Cook with reference to the west half of Block 39, Original Town of Chicago, whereon is now situated the Chicago City Hall; also as to whether the Board of Commissioners of the County of Cook is vested with legal power to guarantee title to said property.

Ald. Fisher moved that the order be passed and the consideration of its subject-matter be referred to the Committee on City Hall and Public Buildings.

The motion prevailed.

Ald. Fisher presented an order for paving with macadam South May street, from 71st street to 73d street, which was

Referred to the Board of Local Improvements.

Ald. Badenoch presented an ordinance amending Sections 219 to 222 of the Revised Code of 1905, concerning the chief officials of the Department of Buildings, which was

Referred to the Committee on Building Department.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the west side of Wallace street, from the Chicago. Rock Island and Pacific Railroad to West 82d street, etc.

By unanimous consent, on motion of

Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented an order for opening by condemnation proceedings, Jackson avenue, from 83d street to 84th street, which was

Referred to the Board of Local Improvements.

Ald. Bihl presented the following orders, which were, on motion, duly passed:

Ordered, That the Chief of Police be and he is hereby directed to have a patrol box placed at the corner of Schlitz avenue and 113th street.

Ordered, That the City Electrician be and he is hereby directed to place electric lights at the following street intersections: Schlitz avenue and 113th street; Butler street and 121st street, and Parnell avenue and 121st street.

Ald. Bihl presented the claim of Oscar T. Windsey for special assessment refund, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a supplemental assessment for water service pipes in a system of streets as follows, to-wit: In Wabash avenue, between 460 feet north of 107th street and 447 feet south of 107th street, etc.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Kohout presented the claims of Bursick and Krupka for rebate of water tax, and Herman L. Eickstaedt and John Edmunds for refunds of special assessments (Warants No. 20001 and No. 21169), which were

Referred to the Committee on Finance.

Ald. Nolan presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place an iron patrol box at the corner of alley on the south side of 16th street, between Ridgeway avenue and Hamlin avenue.

Ald. Nolan presented the claim of F. J. McDonough for services, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both

sides of South St. Louis avenue, from Ogden avenue to West 22d street.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of South 40th avenue, from West Madison street to West Taylor street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of South 40th avenue, from West Madison street to West Taylor street," passed June 18, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31192 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the following ordinance:

AN ORDINANCE

Changing the name of McCallum street to Cortez street, between Central avenue and Willow avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the name of the street between Central avenue and Willow avenue, known as McCallum street, be and is hereby changed to Cortez street.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Race, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fish-

er, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

Ald. Race presented an ordinance for vacating the twenty-foot parkway in Superior street, between Central and Pine avenues, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Race presented the claim of L. Lynch for refund of water pipe assessment, and the claim of Edward H. Taylor for rebate of special assessment, which were

Referred to the Committee on Finance.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a petition of Thomas F. Daly and others for 90 per cent refunds of special assessment for laying a water supply pipe (recommending the passage of an accompanying ordinance), deferred and published January 7, 1907, page 2506.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Water Assessor in making a survey of water pipe laid in North Forty-eighth avenue, from West North avenue to Thomas street, be and he is hereby authorized and directed to consolidate the survey of North Forty-eighth avenue, between the points named above, with a survey of West Division street from North Forty-sixth avenue to North Forty-eighth avenue, and if survey, when so made, indicates that the combined frontage of both above named streets pays ten cents per foot or over, then the Commissioner of Public Works is hereby authorized and directed to refund ninety per cent of special assessment collected under Warrant 31984 for laying water supply pipe in North Forty-eighth avenue, between West North avenue and Thomas street, in accordance with the ordinance providing for such refund.

SECTION 2. This ordinance shall be in force from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the City Clerk concerning an amendment to Section 2402 of the Revised Code of 1905, relating to water furnished to military organizations, deferred and published January 7, 1907, page 2506.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley,

Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an ordinance heretofore passed on June 25th, 1906, as shown at pages 998 to 1001 of the Council Proceedings of that date, amending Sections 2402, 2421, 2434, 2442 and 2443 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended as follows: By striking out after the word "exempt" in the seventh line of the left hand column, page 999, the words "from water rates and charges any building, structure, or premises, or from any part thereof occupied by any military organization; nor shall anything herein contained be held to exempt."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Board of Examining Engineers requesting a transfer in the appropriation, deferred and published January 7, 1907, page 2507.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer in the appropriation for Board of Examining Engineers from Account A, Salaries, to Account B, Miscellaneous Expense, the sum of forty-seven and twenty-seven one-hundredths dollars ($47.27) in accordance with the request of the said Board, dated January 4th, 1907, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Buildings requesting a transfer in the appropriation, deferred and published January 7, 1907, page 2507.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to make the following transfers in the appropriation for the Department of Buildings, in accordance with the request of the Commissioner of Buildings, dated January 4th, 1907, and attached hereto. From Account 24 A, Salaries, to Account 24 B, Miscellaneous Expense, the sum of four hundred dollars ($400.00).

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Prosecuting Attorney requesting a transfer in the appropriation, deferred and published January 7, 1907, page 2507.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer from Fund "5-A," Prosecuting Attorney's office, to Fund "5-C," Prosecuting Attorney's office, the sum of one hundred ($100.00) dollars.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the

Superintendent of Police requesting a transfer in the appropriation, deferred and published January 7, 1907, page 2508.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized and directed to transfer in the appropriation for the police department five hundred dollars ($500.00) from Fund 22, Division A, Salaries, to Fund 22, Division B, Miscellaneous, in accordance with the request of the General Superintendent of Police, dated December 27, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a proposal of the American Development Company for lighting by gasoline lamps, parts of streets, etc., during 1907, deferred and published January 7, 1907, page 250 8.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby authorized to accept the bid of the American Development Company for lighting parts of streets and public places during the year 1907 by gasoline lamps at two and twenty-five one-hundredths dollars ($2.25) per month for each sixty candle power light, in accordance with specifications, advertisement and proposal attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of R. A. Davis, for the issuance of a duplicate water certificate, deferred and published January 7, 1907, page 2508.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of of Public Works be and he is hereby authorized to issue a duplicate water pipe deposit certificate of No. 508, issued November 6th, 1893, to R. A. Davis, amounting to six hundred six and twenty-eight one-hundredths dollars ($606.28), said duplicate certificate to be issued upon the giving of a bond satisfactory to the Commissioner of Public Works by said R. A. Davis in twice the amount of said certificate, saving the city harmless on account of issuance of said duplicate certificate. This action is taken upon the report of the Commissioner of Public Works that said certificate is still outstanding, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Charles A. Drier, for a refund of amount paid for meter merchandise, deferred and published January 7, 1907, page 2509.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow,

Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher to Charles A. Dreier in the sum of twelve and seventy-five one-hundredths dollars ($12.75), same being for meter merchandise paid for but not used, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works to allow extra work on the contract of Hawes & Dodd at the Thirty-ninth Street Pumping Station, deferred and published January 7, 1907, page 2509.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extra work amounting to eighty-five dollars ($85.00) done by Hawes & Dodd in connection with their contract at the Thirty-ninth Street Pumping Station, in accordance with the request of the Commissioner of Public Works attached hereto, and the Comptroller is ordered to pay the same from appropriations for Intercepting Sewers.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Mrs. Mary Henry for wages during illness, deferred and published January 7, 1907, page 2509.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow to Mrs. Mary Henry nine (9) days' time, amounting to fifteen dollars ($15.00) deducted

from her wages on account of absence from duty owing to illness, and the Comptroller is ordered to pay the same from appropriations for City Hall.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of the Home Stove Works for a refund of amount deposited for a fire hydrant key, deferred and published January 7, 1907, page 2510.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of of Public Works be and he is hereby authorized and directed to issue a voucher to the Home Stove Works in the sum of ten dollars ($10.00), being amount deposited for use of fire hydrant key, said key having been returned November 24th, but deposit retained because of the loss of deposit receipt No. 2259, and the Comptroller is ordered to pay said voucher; the said voucher not to be issued nor payment made thereon until a bond in twice the amount has been given, saving the city harmless on account of payment of said deposit without the return of the original receipt.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of Zero Marx for the issuance of a water pipe certificate to replace one heretofore issued, deferred and published January 7, 1907, page 2510.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commssioner of Public Works be and he is hereby authorized to issue a water pipe certificate to replace certificate No. A 217, which was issued to Zero Marx to cover money deposited for laying water pipes on August 5th, 1891, said certificate to contain the conditions of certificates issued prior to November 2d, 1891, as the money was deposited and the work done and billed prior to said date.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Young, presented the report of the Committee on thereon and to make the report and ordinance establishing a department for the inspection of gas and gas meters, deferred and published January 7, 1907, page 2510.

Ald. Young moved to concur in the report and pass the ordinance therewith.

Ald. Hunt moved to defer consideration thereon and to make the report and ordinance a special order of business for the next regular meeting of the Council at 8:30 o'clock, P. M.

The motion prevailed.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to Armour & Co. to maintain a switch track in Herndon street, deferred and published January 7, 1907, page 2515.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty,

Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Armour & Company, a corporation, its successors or assigns, to lay down, construct, maintain and operate one single railroad switch track in, along, and upon the westerly side of Herndon street from a point about two hundred and forty-two (242) feet south of the south line of George avenue, connecting with the tracks of the Chicago, Milwaukee & St. Paul Railroad Company in Herndon street and running in a northwesterly direction for a distance of about one hundred and sixty (160) feet into the premises of Armour & Company, situated in Lots One (1) to Five (5), Blocks Seven (7), Lill & Diversey's Subdivision of the Southwest One-half (S. W. ½) of the Northwest One-quarter (N. W. ¼) of Section 29-40-14, as shown in the blue print attached, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Armour & Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Herndon street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Herndon street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe

for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee at the expiraton of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof and shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Armour & Company shall pay to the City of Chicago the sum of one hundred five ($105.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Armour & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to the Peter Hand Brewing Company to maintain a switch track in Hawthorne avenue, deferred and published January 7, 1907, page 2517.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Peter Hand Brewing Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the easterly side of Hawthorne

avenue, from a point about five hundred and twenty-five (525) feet northwest of the north line of West North avenue, connecting with the tracks of the Chicago, Milwaukee & St. Paul Railroad Company in Hawthorne avenue and running in a southeasterly direction for a distance of about two hundred and fifty (250) feet into the southwesterly line of Lot ten (10) of Sub-block eight (8), of Subdivision of Lots one (1) and two (2) in Block eight (8), Sheffield's Addition in Southeast one-quarter (S. E. ¼) of Section 32-40-14, as shown in the blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Peter Hand Brewing Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Hawthorne avenue as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of

Chicago and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Peter Hand Brewing Company shall pay to the City of Chicago the sum of one hundred forty-three ($143.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Peter Hand & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division on an ordinance granting permission to Nelson Morris & Co. to maintain a switch track in Hawthorne avenue, deferred and published January 7, 1907, page 2519.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Nelson Morris & Company, a corporation, its successors or assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the easterly side of Hawthorne avenue from a point about one hundred and ten (110) feet northwesterly of the northwest corner of Lot thirty-eight (38), Block seventy-two (72), Elston's Addition, in Section five (5), township thirty-nine (39) North, Range fourteen (14), east of the Third Principal Meridian, connecting with the right-of-way of the Chicago, Milwaukee & St. Paul Railroad Company's tracks in Hawthorne avenue and running to the west line of Lot thirty-nine (39), Block seventy-two (72), Elston's Addition, in Section five (5), Township thirty-nine (39) North, Range fourteen (14), as shown in the blue print attached, which for greater certainty is made a part of this ordinance, for and during the period of ten

(10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Nelson Morris & Company, the grantee herein, will within thirty days after the date of the passage of this ordinance file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance or operation of said switch track, or failure to keep in repair such parts of said Hawthorne avenue as is occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Department of Public Works shall direct, then said Department may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, such work shall be done by or under the direction of the Department of Public Works of the City of Chicago, and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof and shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Nelson Morris & Company shall pay to the City of Chicago the sum of one hundred ($100.00) dollars per annum in advance

each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Nelson Morris & Company shall file with the City Clerk of the City of Chicago their written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to Swift & Co. to maintain a switch track in Herndon street, deferred and published January 7, 1907, page 2520.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby given and granted to Swift & Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the easterly side of Herndon street, from the south line of Wellington street to the north line of George street, and connecting with the main track of the Chicago, Milwaukee & St. Paul Railroad Company in Herndon street, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Swift & Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, costs and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Herndon street as are occupied by said switch track, or by reason or on account

of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Herndon street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block, and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same, and the expense thereof shall be paid by the said grantee. Should said grantee at the expiration of the privileges herein granted, either by lapse of time or otherwise fail to remove said track and restore said part of said street so occupied by said track to the proper condition, as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of said work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Swift & Company shall pay to the City of Chicago the sum of two hundred fifty ($250.00) dollars per annum in advance, each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided, that within thirty (30) days from the date of its passage, said Swift & Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance granting permission to the Fred W. Wolf Company to maintain two iron pipes below the surface of

Rees and Dayton streets, deferred and published January 7, 1907, page 2522.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Fred W. Wolf Co., its successors and assigns, to lay down and maintain two (2) iron pipes not to exceed four inches in diameter, to be used for the purpose of extending therein tubes or pipes to facilitate the coiling of the same in the business of said company, said two pipes to be placed not less than two (2) feet below the surface of the street, and extend from the south street line of Rees street north across said Rees street and in and along the east parkway in Dayton street to Eastman street, substantially as shown by the red line on the blue print hereto attached and made a part of this ordinance. Said two four-inch pipes or conduits to be laid and maintained under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted and given shall cease and terminate ten years from and after the passage of this ordinance, or at any time prior thereto by revocation of this ordinance by the Mayor at his discretion.

SECTION 3. At the expiration of the term herein granted, the iron pipes herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed said street shall be restored to its proper condition to the satisfaction of the Commissioner of Public Works, so that the portion of said street and said parkway where said pipes had been located shall be put in the same condition and safe for public travel as the remaining portion of said street and said parkway in the same block, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City of Chicago.

SECTION 4. The grantee herein, its successors and assigns, shall pay as compensation for the privilege herein granted, the sum of one hundred dollars ($100.00) per annum during the life of this ordinance. The first payment shall be made at the time of the filing of the acceptance of this ordinance and each succeeding payment annually thereafter, and all payments shall be made at the office of the City Collector of the City of Chicago.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000), said bond to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all

liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, the said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force then the privilege and authority herein granted shall thereupon cease. It is made an express provision of this ordinance that the provisions herein granted shall terminate and this ordinance become immediately null and void if any default is made by said grantee in the prompt payment of any installment of the compensation hereby provided for.

SECTION 6. So long as said grantee shall enjoy the privileges granted hereunder it and its successors and assigns, shall at all times keep the surface of Rees street and Dayton street over said pipes in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; provided, that within sixty days thereafter the grantee shall file with the City Clerk of the said City of Chicago its acceptance of this ordinance in writing and shall also file the bond herein required to be approved by the Mayor.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to the Drexel Cafe Company to erect and maintain a canopy, deferred and published December 17, 1906, page 2359.

Ald. Bihl moved to amend the ordinance by striking from the tenth line of the ordinance as published, right hand column, page 2359, the figures "10," and by inserting in lieu thereof the figures "12."

The motion prevailed.

Ald. Bihl moved to amend the ordinance further by adding at the end of Section 4 thereof the following:

"It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance shall become null and be void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation."

The motion prevailed.

Ald. Bihl moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Drexel Cafe Company, its successors and assigns, to con-

struct, maintain and use a canopy over the sidewalk from the 39th street side of the building situated on the northeast corner of 39th street and Cottage Grove avenue. The lowest portions of said canopy shall not be less than 12 feet above the surface of the sidewalk over which said canopy projects; it shall not extend more than 13 feet and 7 inches from the face of the wall of said building, and shall not exceed 12 feet and 8 inches in length. The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works; and no permit shall be issued allowing any work to be done in and about the construction of said canopy herein authorized until such plans and specifications have first been submitted to and approved by the Commissioner of Public Works, and the said Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time, or by the exercise of the Mayor's discretion as aforesaid, said grantee shall remove said canopy without cost or expense of any kind whatsoever to the City of Chicago. Provided, that in the event of a failure, neglect or refusal on the part of the said grantee, its successors or assigns, to remove said canopy when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors or assigns.

SECTION 3. In consideration of the privileges herein granted and as compensation therefor, said Drexel Cafe Company, its successors and assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty-five dollars ($25.00) per year, payable annually in advance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall have first been issued by the Commissioner of Public Works authorizing such work to proceed; and no permit shall issue until the first annual payment herein provided for has been made at the office of the City Comptroller of the City of Chicago and a bond has been executed by the said grantee in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense, or liability of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said City from, by reason of, or on account of the permission and authority herein granted, or the exercise by the grantee herein, its lessees or assigns, of the permission and authority herein given; and conditioned further for the faithful observance and performance of all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance such bond shall not be kept in full force then the privileges herein granted shall thereupon cease.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance shall become null and be void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that the said grantee files a written acceptance of this ordinance together with the bond hereinabove provided for, within thirty (30) days.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an order directing the Commissioner of Public Works not to let contracts to certain contractors for street paving until the making of repairs in certain streets, deferred and published October 8, 1906, page 1454.

Ald. Harris moved to concur in the report and pass the order.

After debate, Ald. Foreman moved to defer consideration thereon one week.

The motion prevailed.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance, vacating an alley in Block 31 of Crosby & others' Subdivision, deferred and published December 3, 1906, page 2190.

Ald. Race moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating certain parts of public alleys and dedicating a new public alley in the block bounded by Western avenue, Mariana street, Artesian avenue and the right of way of the Chicago and Northwestern Railway Company.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the public alley adjoining the right of way of the Chicago and Northwestern Railway Company and extending in a northwesterly direction from Western avenue to a line parallel with and three hundred and sixteen (316) feet south of Mariana street, as shown on the plat hereto attached, which is hereby made a part of this ordinance, and indicated thereon by the letter "C," also that portion of the public alley running north and south between Western avenue and Artesian avenue, extending from a point three hundred and sixteen (316) feet south of Mariana street to the aforesaid alley adjoining the Chicago and Northwestern Railway Company's right of way, as shown on the said plat and marked "B" thereon, the same being in Block thirty-one (31) Crosby and others' Subdivision in the east one-half (½) of southeast quarter (¼), Section twenty-five (25), Township forty (40) north, Range thirteen (13) east of the Third Principal Meridian in Cook County, Illinois, be and the same are hereby vacated, inasmuch as the said portions of said alleys are no longer required by the general public for use as

alleys, and the public interest will be subserved by their vacation; provided, however, that said vacation of said alleys shall not become effective until there shall have been dedicated and opened up to the public for use a public alley sixteen (16) feet wide, the south line of which shall be three hundred and sixteen (316) feet south of and parallel with Mariana street extending from the north and south alley aforesaid to the aforesaid alley adjoining the Chicago and Northwestern Railway Company's right of way; said alley to be so dedicated being also shown on the attached plat and marked "A."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided the Eagle Brewing Company (a corporation), who may derive a pecuniary advantage from said vacation, shall pay to the Comptroller of the City of Chicago within thirty (30) days after the passage of this ordinance, the sum of eight hundred ninety and sixty-six one-hundredths ($890.66) dollars, and shall within such thirty (30) days file in the office of the Recorder of Deeds of Cook County a plat showing the aforesaid vacation and dedication.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject to the provisions in Sections 1 and 2 hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance granting permission to Schram Bros. to maintain a covered passageway, deferred and published December 10, 1906, page 2307.

Ald. Harris moved to fill the blank in Section 3 of the ordinance by inserting the word and figures, "ten ($10.00)."

The motion prevailed.

Ald. Harris moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting authority to Schram Bros. to construct, maintain and use a bridge or covered passageway across the sixteen (16) foot alley in the rear of 499 and 501 Kinzie street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Louis Schram, Jacob Schram, Elmer E. Schram and Mar H. Schram, doing business under the firm name and style of Schram Bros., their successors and assigns, to construct, maintain and use a bridge or covered passageway across the sixteen (16) foot alley in the rear of 499 and 501 Kinzie street, connecting the second floor of the building known as 14 and 16 Armour street, described as lots one (1) to five (5), in block nineteen (19), Bickerdike's addition to Chicago, with the second floor of the building known as 499 and 501 Kinzie street, described as lots six (6), seven (7) and eight (8), in said block; said bridge or covered passageway shall be constructed of incombustible material, and located in

accordance with the plat hereto attached, which is made a part hereof, and to which express reference is hereby had, a copy of which said plat and also plans and specifications for the construction of said bridge, which shall first be approved by the Commissioner of Public Works and the Fire Marshal, shall at all times be kept on file in the office of the Commissioner of Public Works. Said bridge or covered passageway shall be located at a point approximately thirty-four feet (34 feet) from front of building at 14 and 16 Armour street; the lowest portion of said bridge or covered passageway shall be not less than fifteen feet six inches (15 feet 6 inches) above the grade of the alley over which said bridge or covered passageway, shall cross, and said bridge or covered passageway shall not exceed seven feet (7 feet) in height, nor thirty-nine inches (39 inches) in width. Said bridge or covered passageway shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the city of Chicago, and no permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway until plans and specifications shall first have been submitted to and approved by the said Commissioner of Public Works and Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. In consideration of the privileges herein granted, and as compensation therefor, said Louis Schram, Jacob Schram, Elmer E. Schram and Mar H. Schram, doing business under the firm name and style of Schram Bros., their successors or assigns, shall pay to the city of Chicago, during the life of this ordinance the sum of ten ($10.00) dollars per year; the first payment shall be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void, if said grantees or their assigns shall fail promptly to pay any installment of said compensation.

SECTION 4. At the termination of the privileges hereby granted, by lapse of time or otherwise, said grantees, their successors or assigns, shall remove said bridge or covered passageway at their own expense, and without any cost or expense of any kind whatsoever to the city of Chicago; provided that in the event of a failure, neglect or refusal on the part of said grantees, their successors or assigns to remove said bridge or covered passageway, the city of Chicago may proceed to remove the same and charge the expense thereof to said grantees, their successors or assigns.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantees herein shall execute to the city of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000) with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the city of Chicago from any and all liabilty, cost, damage or expense of any kind whatsoever which may be suffered by it, said city of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein granted; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said

bond and the liability thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided that the said grantees herein file their written acceptance of the same and the bond hereinabove provided for, within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance authorizing the Garden City Fuel Company to construct a retaining wall across Claremont avenue, and to maintain a switch track, deferred and published December 17, 1906, page 2361.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—66.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing the Garden City Fuel Company to construct a retaining wall across the east half of Claremont avenue and to maintain its switch track now constructed and in operation across a portion of said street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Garden City Fuel Company to construct a retaining wall across the east half of Claremont avenue, immediately abutting upon the embankment of the elevated tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the switch track of said grantee now existing and operated by said grantee, said wall to be used as a retaining wall for the fill of the elevated switch track connecting the coal yard of the Garden City Fuel Company with the elevated tracks of the said Railway Company, the location of the said wall being more specifically described in the blue print hereto attached and made a part of this ordinance, and to which special reference is hereby had. The said retaining wall hereby authorized shall be constructed of such material and in such manner as shall be satisfactory to and approved by the Commissioner of Public Works of the City of Chicago, and in accordance with plans and specifications which shall first be submitted to and approved by him, and a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works. Permission and authority are further hereby given and granted to said Garden City Fuel Company to maintain and operate its switch track across the eastern part of Claremont avenue connecting with the said Railway Company's tracks, as shown by the upper red line on said plat.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at

any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said retaining wall and said switch track and all the apparatus thereto, and shall forthwith restore the portion of the street occupied by said retaining wall and said switch track to a condition safe for public travel similar to the remaining portion of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works, and the construction and maintenance of the retaining wall herein provided for shall also be under the supervision and to the satisfaction of said Commissioner.

No work shall be done in or about the construction of the work herein authorized until a permit authorizing same shall have been issued by the Commissioner of Public Works.

SECTION 5. In consideration of the privileges hereby granted the said grantee shall pay to the City of Chicago the sum of sixty dollars ($60.00) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if this grantee, its successors or assigns, shall fail to promptly pay any installment of such compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned, further, to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost, or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Pringle, presented the report of the Committee on State Legislation on a resolution to draft

a law to be submitted to the next Legislature, providing the death penalty for criminal attacks upon women and children, deferred and published January 7, 1907, page 2523.

Ald. Pringle moved to concur in the report and recommend to the Legislature for passage the bill establishing death as a penalty for criminal assaults on women and children.

The motion prevailed by yeas and nays as follows:

Yeas—Foreman, Pringle, McCormick, Young, Bennett, Harris, Scully, Hurt, Zimmer, Uhlir, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Stewart, Finn, Reese Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, O'Connell, Roberts, Fisher, Hunt, Kohout—42.

Nays—Kenna, Coughlin, Richert, Cullerton, Riley, Dever, Brennan, Conlon, Powers, Bowler, Krumholz, Bradley, Bihl, Nolan, Race—15.

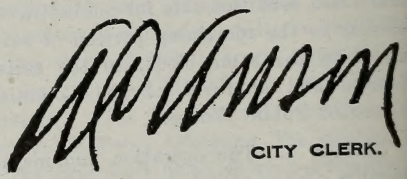
Ald. Foreman moved to defer consideration of the bill recommended by the committee providing the death penalty for burglary committed in the night time with intent to commit murder, rape or other felony.

The motion prevailed.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, January 21, 1907, at 7:30 o'clock P. M.



CITY CLERK.

PROCEEDINGS
OF THE
CITY COUNCIL
CHICAGO. ILLINOIS

Regular Meeting, Monday, January 21, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, January 23, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan and Race.

Absent—Ald. Dever and Kohout.

MINUTES.

Ald. Young moved to correct the printed minutes of the regular meeting of the City Council held Tuesday, January 15, 1907, by striking out the fourteenth line in the right-hand column of page 2718, and by inserting in lieu thereof the following: "Gas, Oil and Electric Light on an ordi-"

The motion prevailed.

Ald. Foreman moved to approve the minutes as corrected, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

His Honor, the Mayor, presented a report containing the following list of releases from the House of Correction dur-

ing the week ending January 19, 1907, together with the cause of each release:

Isaac Jones, released for D. P. Smith.

Wm. Bowe, released for A. Tuttle.

Anton Osteowski, released for mother.

Ben Weinine, released for wife.

Patrick Leeney, released for Harriet Fulmer.

J. P. Buren, released for Frank Morton.

Mary Murphy, released for Samuel Myers.

Geo. Hanley, released for sister.

Jos. Hayes, released for R. Hayes.

Annie Chardinski, released for A. M. Lynch.

Chas. Sears, released for Howard Ullrick.

James Kelly, released for wife.

Wm. Dolan, released for E. J. Maher.

Silas Madden, released for wife.

Which was ordered published and placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
January 21, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of January 15, 1907, (Council Proceedings, 2714), directing the Water Assessor, in making a survey of water pipe in North 48th avenue, from West North avenue to Thomas street, to consolidate the survey of that pipe with the survey of the pipe in West Division street from North 46th avenue to North 48th avenue, for the reason that I am advised by the Water Pipe Extension Division that the pipe in Division street, from North 46th avenue to North 48th avenue, was laid by the City out of the water fund, while the pipe in North 48th avenue, from Thomas street to North avenue, was laid by special assessment, and if pipes laid separately and distinctly are to be included in one survey, as directed by this ordinance, great confusion will exist and it will work to the decided disadvantage of the City by requiring refunds upon water pipes that do not pay the necessary revenue.

I would recommend that the vote by which the ordinance was passed be reconsidered and the ordinance be re-committed to the Committee on Finance.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Race moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Race moved that the ordinance be recommitted to the Committee on Finance.

The motion prevailed.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last preceding meeting of the Council:

Acceptance and bond of Chicago Butchers' Packing Co., ordinance of January 7, 1907; acceptance and bond of The Ford & Johnson Company, ordinance of December 17th, 1906.

Which was placed on file.

ALSO,

A report containing the following list of failures on the part of grantees under ordinances to file acceptances and bonds thereunder within the time therein prescribed:

Wm. Hirschfeld, switch track ordinance, December 17th, 1906; Jas. Barsaloux, scale ordinance of December 10th, 1906; C. P. Zacker switch track ordi-

nance, December 10th, 1906; Illinois Central Railway, ordinance for pipe across Indiana avenue, December 10th, 1906.

Which was placed on file.

ALSO,

A communication from the Chicago Association of Collegiate Alumnae requesting the appointment of trained nurses and additional medical inspectors for the schools, which was

Referred to the Committee on Finance.

ALSO,

A communication from the Federal Stone Renovating Company concerning the renovation of the exterior of the City Hall, which was

Referred to the Committee on City Hall and Public Buildings.

ALSO,

The following communiaction, which was ordered published and placed on file:

To the Honorable Mayor and City Council of the City of Chicago:

CHICAGO FEDERATION OF LABOR,
January 10, 1907.

GENTLEMEN—At the regular meeting of the Chicago Federation of Labor, held January 6th, the Secretary was directed to notify your Honorable Body that the Federation concurred in the enclosed objections to the proposed Chicago City Railway Ordinance presented to your Transportation Committee on January 2d, by Mr. David K. Tone, representing the Referendum League, Municipal Ownership Delegate Convention and the Chicago Federation of Labor, and that the Legislative Committee of the Federation of Labor was directed to confer with these organizations at once and take the necessary steps to put into circulation a petition under the public policy law providing for the submission to the people of the proposed Traction ordinance, at the election April 2d. The Federation of Labor also instructed the Secretary to notify you of the adoption of the following recommendations of its Legislative Committee:

RECOMMENDATIONS ADOPTED BY THE CHICAGO FEDERATION OF LABOR, JANUARY 6, 1907:

That the Chicago Federation of Labor demand that the City Council pass no ordinance dealing with the settlement of the Traction question on any basis whatever until the decision of the Supreme Court is announced on the Mueller Certificate Ordinance now pending in said court.

That no ordinance of any kind dealing with the settlement of the Traction question be passed until after the same has been submitted to the voters of Chicago and by them approved.

That the Chicago Federation of Labor demand that provision be made in any settlement of the traction question for a minimum wage and maximum hours for the street railway employes whose interests have not as yet been considered in the pending ordinance, and that the Legislative Committee be instructed to take such steps as it is advised are necessary to protect the interests of all street railway employes in this matter.

Respectfully submitted,

E. N. NOCKELS,
Secretary.

CITY COLLECTOR.

The City Collector presented the following report:

CITY COLLECTOR'S OFFICE,
January 21, 1907.

To the Hon. Edw. F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at

the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,

City Collector.

Societa Sebastiano, 137-139 Ewing street.

Rad. Vradlislav Cislo, No. 51, 3000 Union avenue.

I. Gr. Kat. Osady Sv. Panny Marie, 47th street and Winchester avenue.

I. Gr. Kat. Osady Sv. Panny Marie, 47th street and Winchester avenue.

Ladies' Society Ingeborg, 3143 South State street.

Society King Michael, No. 298, Z. N. P., 1800 West 48th street.

Pulaski Cavalery Society, 800 South Ashland avenue.

Plattdeutsche Gilde, No. 25, 800 Ashland avenue.

Gambrinus Benevolent Association, 2988 Archer avenue.

Platdeutsche Gilde, No. 56, 10459 Avenue M.

Synourie Korony Polskiej Grupa, 681, 3855 Ada street.

Ring Lodge, No. 8, I. O. S., 324 East Division street.

Viking Turner Society, 862-66 West Division street.

Hungarians' Turner Society, 862-66 West Division street.

Sbor Vlastimila Ruzickova, No. 93, J. C. D., Sawyer avenue and 23d street.

St. Hyacinth Parish Society, 2543 Milwaukee avenue.

Utransky Slavansky Sokol, 494 Noble street.

St. Joseph Society, 494 Noble street.

M. Koscioski Society, 14 Will street.

H. Landanska Society, 14 Will street.

Knights and Ladies of Honor, Wabash avenue and Peck court.

Lodge Klatovy, 612 West 18th street.

Danish Sharpshooters, 876 North Artesian avenue.

First Norwegian-American Burial Society, 876 North Artesian avenue.

A. A. A. Roumanian Lodge, 444 West Taylor street.

Sec. No. 5, Bayerisch Am. Verein, 53d and Ashland avenue.

Lady Catherine Order of Foresters, 1196 North 53d court.

Karel Marx Lodge, 720 Allport street.

Lodge Szore Svoboda, 520 26th street.

California Tent K. O. T. M., 1115 West 12th street.

Dr. Ant. Starcevic Society, 585 South Centre avenue.

Tow. Krolowej Korony Polskiej, 147 West Chicago avenue.

Sheet Metal Workers' Union, Local 203, 3700 Wentworth avenue.

St. Jan. Society, 106-08 DeKoven street.

Lamm & Co. Employes' Fraternal Association, 447 West Taylor street.

St. Joseph Society, 861 Wolfram street.

Modern Woodmen of America, 861 Wolfram street.

Clinton Star Athletic Society, 106-08 DeKoven street.

Cong. Bnei Mo she, 426 South Paulina street.

Pl Gilde, No. 1, 876 Milwaukee avenue.

Auburn Park Saengerbund, 8134 Vincennes Road.

Monroe Social Club, K. O. T. M., 501 West North avenue.

Danish Brotherhood of America, 48th avenue and Indiana street.

Tow. St. Antoniego, 3310 South Morgan street.

Progressive Council, No. 25, N. A. U., 2360 West Harrison street.

Plattdeutsche Gilde, 8400 Buffalo avenue.

El Toro Club, Spaulding and North avenues.

St. George's Cadets, 588-92 West 18th street.

Eisenberger Liederkranz, 5324 State street.

Valhalla Lodge, No. 21, 5324 State street.

St. Joseph Paniotowski Society, 32-4 Emma street.

Good of Fatherland Society, 32-4 Emma street.

Robey Sick and Aid Association, 2035 West 47th street.

Eiche Turn Verein, 2503 Kensington avenue.

National Slavish Society Martin Kollar, 2503 Kensington avenue.

Seventh Regiment Company's F. and H., 16th and Dearborn street.

Runan Lodge No. 7, I. O. V., 6058 Morgan street.

Drake Lodge, No. 3, I. O. V., 1630 North Clark street.

Morgan Athletic Club, 15th and Wabash avenue.

Tel. Jed. Sokol Pokrok, 48th and Honore streets.

Arion Maennerchor, 3954 South State street.

Gropa, No. 13, Polak, 1110 North Robey street.

Braman Athletic Society, 1110 North Robey street.

Turn Verein Lincoln, 1351 Diversey boulevard.

Columbia Damen Verein, Diversey and Sheffield avenues.

Society Dania, 251 West Chicago avenue.

Wanda Singing Society, 876 Milwaukee avenue.

Harmony Lodge, No. 3, 501 West North avenue.

Ct. Custer, No. 16, U. O. F., North avenue and Halsted street.

Gage Park Benefit Society, 54th street and Western avenue.

North Chicago Sangerbund, 133 East North avenue.

Bohemian Turner Sokol Slavsky, 590 West 18th street.

Bohemian Turner Sokol Slavsky, 590 West 18th street.

U. S. Grant Lodge, No. 157, and Nadmi Lodge, No. 5, D. of R., Ionia, 907 California avenue.

Fratelanza Ind. Italian Society, 257 North Calrk sttreet.

Hoffnung Lodge, No. 60, O. M. P., 5257 South Ashland avenue.

Einekeit Council, 714 Blue Island avenue.

Vehicle Council, Local No. 470, 35th and Indiana avenue.

Suomi Society, 456-8 Thirty-first street.

Concordia Frauen Unterst. Verein, North avenue and Sedgwick street.

Brickmakers K. U., 701-07 Belmont avenue.

Cesko Americky Sokol, Bohemian Gymnastic Association, 400 West 18th street.

St. Stepana Church Bazar, 588 West 18th street.

Butcher Workman Union, 400 West 18th street.

Plattdeutsche Gilde, No. 40, 2988 Archer avenue.

Humboldt, No. 3, and Einigkeit, No. 4, 200 West Division street.

St. Joseph Society, 200 West Division street.

Norwegian Glee Club Singing Society, 901 North Washtenaw avenue.

Garland Council, No. 649, National Union, 501 West North avenue.

St. Aloysius Young Men's Society, 501 West North avenue.

Polish Turner Society of Avondale, 2543 Milwaukee avenue.

Star Singing Society, 2543 Milwaukee avenue.

Metal Polishers, Buffers and Platers, Wabash avenue and Peck court.

The Fern Society, 1643 35th street.

Treuen Schwester Lodge, No. 79, 241-7 Clybourn avenue.

Meyer David Lodge, No. 163, O. B. A., 493 South Jefferson street.

Cyrill-Methodej Court, No. 180, C. O. of F., 1335 South 40th court.

German Veteran Society, 257 North Clark street.

Fortschritt Lodge, No. 10, 939 North Robey street.

Roumanian Aid Society, 444 West Taylor street.

Lake View Lodge, K. and L. of H., 519 Larrabee street.

Anheuser Busch Employees' Aid Society, 1566 West 22d street.

Iron Moulders' Union, Local No. 446, 15th street and Wabash avenue.

Svithiod Lodge, I. O. S., 109 East Chicago avenue.

Lake View Commercial Men's Association, 1351 Diversey boulevard.

Buffalo Aid Society, Ashland avenue and Division street.

Hebrew Literary Institute Society, Taylor street and Centre avenue.

Constantia Lodge, A. F. and A. M., 162 North Clark street.

Bakers' Union, No. 2, Benevolent Association, 257 North Clark street.

Silver Leaf Frauen Verein, 12th street and Blue Island avenue.

Wilner Brotherhood Unterst. Verein, 686 West Taylor street.

C. O. F., No. 175, 39th street and Fifth avenue.

Catholic Knights and Ladies, 15th street and Wabash avenue.

Degree of Honor, A .O. U. W., Lodge of Chicago, 15th street and Wabash avenue.

White Feather Indian Club, 821 Ashland avenue.

Brunst Lytoush Aid Society, 686 West Taylor street.

Lodge Ceska Vlast, 1566 West 22d street.

Magdeburger Benevolent Association, 245 Clybourn avenue.

Polish Maternity Society, No. 2, 876 Milwaukee avenue.

Employees of Crescent Paper Box Co., 324 East Division street.

Herman Sisters, 1168 West 12th street.

Branch 592, C. K. of A., 53d street and Ashland avenue.

Klatovsky Sokol, 988-90 West 19th street.

Oester. Ung. Unterstutzungs Verein, 842 Clybourn avenue.

Sokol. Misoky Unterstutzungs Verein, 12th and Waller streets.

Which was ordered published and placed on file.

CITY SEALER.

The City Sealer presented an ordinance providing for the sale of hay, grain, flour, fruit, garden produce and other vegetable foodstuffs by weight, which was

Referred to the Committee on License.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a recommendation, ordinance and estimate for a system of sewers in West Addison street, from the North Branch of the Chicago River to North Robey street, which was

Referred to the Committee on Streets and Alleys, North Division.

ALSO,

An ordinance establishing the grade of sundry streets.

By unanimous consent, the ordinance was placed upon its passage and passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance, having had under consideration a communication from the Commissioner of Health requesting an emergency appropriation for the purpose of checking the prevalence of diphtheria and scarlet fever throughout the city, submitted a report recommending the passage of an accompanying ordinance.

Ald. Bennett asked unanimous consent for the immediate consideration of the report.

Which was granted.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That there is hereby appropriated the sum of fifteen thousand dollars ($15,000.00) as an emergency appropriation, made upon the advice and request of the Commissioner of Health, dated January 18th, 1907, for the purpose of getting control of the threatened epidemic of diphtheria and scarlet fever in the City of Chicago, and the Comptroller is ordered to honor vouchers against said appropriation when properly approved.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from City Electrician in regard to contract for rearrangement of Municipal Electric Lighting Station at Halsted street and Harrison, Rice and Lincoln streets, and Sixty-fourth street and Wentworth avenue, having had the same under advisement,

beg leave to report and recommend the passage of the following orders, in accordance with the recommendations of the City Electrician attached hereto:

Ordered, That the City Electrician be and he is hereby authorized and directed to enter into a contract with the General Electric Company, for the furnishing and erecting on foundations in the Municipal street lighting stations located at No. 299 South Halsted street, 64th street and Wentworth avenue, and Rice and Lincoln streets, of four 1200 horse power electric motors, with the necessary exciters and transformers, all in accordance with the specifications and advertisement of the City of Chicago, of date January 5, 1907, and the proposal of the General Electric Company to furnish the equipment for the sum of forty-seven thousand, one hundred and forty-six dollars ($47,146.00) made of date January 17, 1907, in response to said advertisement.

Ordered, That the City Electrician be and he is hereby authorized and directed to enter into a contract with the Hill-Clutch Company, for the furnishing and erecting of the necessary quills, quill bearings, shafting, etc., for the operation in connection with electric motors and the existing line shafting of the generators now located in the R. A. Waller, Halsted street and Rice and Lincoln street municipal street lighting stations, all in accordance with the specifications and advertisement of the City of Chicago, of date January 5, 1907, and the proposal of the Hill-Clutch Company, to fully install same, for the sum of eleven thousand, one hundred forty dollars ($11,140.00) made of date January 17, 1907, in response to said advertisement.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Thomas Conlin, for refund account of meter, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Thomas Conlin in the sum of thirty-five dollars ($35.00), same to be payment for one 2-inch Penn water meter, No. 125329, and the Comptroller is ordered to pay the same from the Water Fund, upon a report from the department of the receipt of said meter in good condition.

This action is taken in accordance with the report of a sub-committee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of Jackson Hotel, Art Bedstead Co., A. B. Searing, Peter Lulay, M. Roy, S. E. Dickenson, Merchants Building Company and J. E. Kingsbury, for rebates of water taxes, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following named persons, in

the amounts set opposite their names, same to be in full of all claims for rebate of water taxes paid on the properties named, and the Comptroller is ordered to pay the same from the Water Fund.

Jackson Hotel 164-166 South Halsted street.....$105.50
Art Bedstead Co., 3700-24 Rockwell street..... 20.75
A. B. Searing, 5315-5317 Washington avenue..... 7.87
Peter Lulay, 885 West Division street 24.75
M. Roy, 12 Lowell place,..... 16.58
S. E. Dickenson, 444 State street (to be issued upon duplicate receipt and giving of usual bond to save the City harmless because of such payment)..... 9.14
Merchants Building Co., 92-100 La Salle street..... 75.00
J. E. Kingsbury, 5610-12 Michigan avenue..... 6.00

This action is taken upon the several recommendations of a sub-committee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of John Sweeney, Michael Dunne, A. Konosky, Frank Schwartz, Patrick Houlahan, William Norton and Thomas Hickey, for compensation for personal injuries, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons, in the amounts set opposite their names, same to be in full for all claims of whatever kind or nature arising from or growing out of injuries received in the employ of the City on the dates named, and the Comptroller is ordered to pay the same from the Water Fund, when proper releases of such claims have been signed by the persons receiving said amounts:

John Sweeney, injured April 7th, 1906 .....$74.25
Michael Dunne, injured October 9th, 1906..... 87.50
A. Konosky, injured July 30th, 1906 ..... 55.00
Frank Schwartz, injured June 19th, 1906..... 45.56
Patrick Houlahan, injured August 23, 1906..... 47.50
William Norton, injured August 4th, 1906..... 46.66
Thomas Hickey, injured October 21st, 1906..... 38.00

This action is taken upon the several opinions of the City Attorney and recommendations of the sub-committee attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Sherman M. Goble for refund of money paid for repairing leak at 153 South Desplaines street, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher

in favor of Sherman M. Goble in the sum of fourteen and twenty one-hundredths dollars ($14.20), being amount expended by said Sherman M. Goble for repairs to water pipe under the impression that leak was in service pipes leading to his premises at 153 South Desplaines street, and the Comptroller is ordered to pay the same from the Water Fund.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of John Peterson & Co. for payment for extras on account of work on engine house at 731 Clybourn avenue, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of John Peterson & Co. in the sum of five hundred twelve dollars ($512.00), same to be in full for all claims for damages against the city by reason of delay in giving possession for starting work on engine house at 731 Clybourn avenue, and on account of extra work caused by said delay, and the Comptroller is ordered to pay the same from the appropriation for said engine house.

This action is taken in accordance with the recommendations of the Commissioner of Public Works and the City Architect attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of C. B. L. Building & Loan Association, for damage to property, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgment to be taken against the city in case General Number 223139, Circuit Court, being a suit brought by the C. B. L. Building & Loan Association against the city to recover damages for causing the destruction and removal of building located at 214 Artesian avenue, in the amount of eleven hundred dollars ($1,100.00), in accordance with his recommendation of January 11th, 1907, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of William G. Davis for wages while under suspension, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgment to be taken against the city in favor of William G. Davis, in the sum of nineteen hundred twenty-seven and seventeen one-hundredths dol-

lars ($1,927.17), being amount due him as salary as police officer in the City of Chicago, from the 17th day of October, 1902, until the 26th day of July, 1904, during his suspension.

This action is taken in accordance with the opinion of the Corporation Counsel, dated December 28th, 1906, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred order for purchase of site for fire station west of Halsted street near One Hundred Twentieth street, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase a site for the location of fire engine house, property on Peoria street, east front, one hundred twenty-five feet (125) north of One Hundred Twentieth street, being seventy-five feet (75) by one hundred twenty-five feet (125) in depth, for the sum not to exceed eleven hundred twenty-five ($1,125.00) dollars, subject to general taxes for 1906.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works regarding extras on Wabansia street dock, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extras of one hundred dollars ($100.00) to Fitz Simons & Connell Co. on contract for Wabansia street dock, in accordance with his recommendation of January 11th, 1907, and the Comptroller is ordered to pay for the same.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred claims of F. H. Prince for personal injury; P. C. Maringer for wages; Daniel Hopp for refund of water tax and Mrs. Levie Jeffreys for repairs to service pipe (adverse recommendation by subcommittee attached hereto), submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LICENSE.

The Committee on License submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, January 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on License, to whom was referred an ordinance creating a prohibition district in the territory bounded by Leavitt street, Western avenue, Montrose avenue and a point 300 feet north of Sunnyside avenue, having had the same under advisement, beg leave

to report and recommend that the ordinance be placed on file.

W. P. DUNN,
Chairman.

MINORITY REPORT.

Ald. Race presented a report of a minority of the members of the committee on the ordinance referred to in the foregoing report, and moved that it be deferred and published.

The motion prevailed.

The following is the minority report:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

A minority of your Committee on License, to whom was referred petition and ordinance creating a prohibition district bounded by Leavitt street, 300 feet north of Sunnyside avenue, Western avenue and Montrose avenue, having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

AN ORDINANCE

To prohibit the licensing of saloons and dram-shops within the district bounded by Leavitt street on the east, a point of 300 feet north of Sunnyside avenue on the north, Western avenue on the west, and Montrose avenue on the south in the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That hereafter no license shall be issued for the keeping of a saloon or dram-shop within that district of the City of Chicago described and bounded as follows:

Beginning at the center line of the intersection of Leavitt street and Montrose avenue, and running thence north to a point 300 feet north of Sunnyside avenue, thence west and parallel with Sunnyside avenue to the center line of Western avenue, thence south along Western avenue to the center line of Montrose avenue, thence east to the place of beginning.

SECTION 2. The territory lying within the boundaries described in Section 1 hereof shall be deemed and known as a prohibition district, within which it shall not be lawful for any license to be granted to keep a saloon or dram-shop.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval.

FRANK L. RACE,
WILLIAM J. ROBERTS.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, January 17, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was recommitted a recommendation, estimate and ordinance for the improvement (asphalt) of La Salle street from Archer avenue to 39th street, having had the same under advisement, beg leave to report and recommend that the ordinance do pass and the estimate therewith be approved. (Recommendation, estimate and ordinance published January 15, 1906, pages 2120 to 2127, inclusive, Council Proceedings).

ERNST BIHL,
Chairman.

ALSO,

The same committtee, to whom was referred an ordinance vacating an alley in Robert H. Law's Subdivison, and an ordinance in favor of the Grand Crossing Tack Company for an elevated switch track, submitted a report recom-

mending that the same be placed on file.

Ald. Bihl moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, to whom was referred an ordinance vacating South 51st avenue between Harrison and Flournoy streets, submitted a report recommending that the ordinance be placed on file.

Ald. Harris moved to concur in the report.

The motion prevailed.

TRACK ELEVATION.

The Committee on Track Elevation submitted the following report, which was, on motion of Ald. Beilfuss, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Special Committee on Track Elevation, to whom was referred an amendatory ordinance to the ordinance of September 29, 1902, for the elevation of the roadbed and tracks of the Illinois Central R. R. Co., the South Chicago R. R. Co., the Pittsburgh, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, the Lake Shore and Michigan Southern Railway Company, the New York, Chicago and St. Louis Railway Company and the Baltimore and Ohio Railroad Company, having had the same under advisement, beg leave to report and recommend that the same do pass:

AN ORDINANCE

To amend an ordinance entitled "An Ordinance requiring the Illinois Central Railroad Company, the South Chicago Railroad Comapny, the Pittsburgh, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Comapny, the Lake Shore and Michigan Southern Railway Company, the New York, Chicago and St. Louis Railway Company and the Baltimore and Ohio Railroad Company, respectively, to elevate the plane of certain of their railway tracks wthin the City of Chicago," passed September 29, 1902, and published on pages 1138 to 1158 inclusive, of the official records of the Council Proceedings of the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance requiring the Illinois Central Railroad Company, The South Chicago Railroad Company, the Pittsburgh, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, the Lake Shore and Michigan Southern Railway Company, the New York, Chicago and St. Louis Railway Company, and the Baltimore and Ohio Railroad Company, respectively, to elevate the plane of their roadbeds and tracks within certain limits of the City of Chicago, in manner and upon the conditions hereinafter specified, that is to say:" passed September 29, 1902, and published on pages 1138 to 1158 inclusive, of the official records of the Council Proceedings of the City of Chicago, be and the same is hereby amended as follows:

Amend Section 4a, under the head of Subway in Adams Avenue, in the left hand column of page 1149, by striking out all of the second clause beginning with the word "The" down to and including the word "subway."

SECTION 2. All the provisions of the ordinance as passed September 29, 1902, hereby amended, shall apply to the things provided for and embraced in this ordinance unless otherwise herein specially provided; and the rights, obliga-

tions, powers and duties of the City of Chicago and the said railway and railroad companies mentioned in said ordinance, shall be the same in all respects as if the said ordinace of September 29, 1902, and this ordinance had originally contained all the matters and things embraced in this ordinance; and the said ordinance of September 19, 1902, and this ordinance shall be construed together the same as if this ordinance has been embodied in said ordinance hereby amended.

SECTION 3. This ordinance shall take effect from and after its passage and approval.

A. W. BEILFUSS,
for Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Beilfuss, deferred and ordered published:

CHICAGO, January 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Special Committee on Track Elevation, to whom was referred an amendatory ordinance to the ordinance of July 7th, 1902, for the elevation of the C. B. & Q. R. R., C. T. T. R. R. and C. & N. W. R'y tracks, having had the same under advisement, beg leave to report and recommend that the same do pass:

AN ORDINANCE

To amend an ordinance entitled "An ordinance requiring the Chicago, Burlington and Quincy Railroad Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Junction Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago and Northwestern Railway Company and the Atchison, Topeka and Santa Fe Railway Company, respectively, to change the plane of certain of their railway tracks within the City of Chicago," and published July 7th, 1902, on pages 932 to 964 inclusive, of the official records of the Council Proceedings of the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Chicago, Burlington and Quincy Railroad Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago Junction Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago and Northwestern Railway Company and the Atchison, Topeka and Santa Fe Railway Company are all hereby ordered and required to change the plane of certain of their roadbeds and tracks within certain limits of the City of Chicago, and published July 7th, 1902, on pages 932 to 964, inclusive, of the official records of the Council Proceedings of the City of Chicago, be and the same is hereby amended, as follows:

Amend said ordinance on page 962, by inserting after Section 17 a new section to be known as Section 17½, as follows:

"Section 17½. In consideration of the said Chicago, Burlington and Quincy Railroad Company, the Chicago Terminal Transfer Railroad Company and the Chicago and Northwestern Railway Company increasing the grade of the elevation of their roadbeds and tracks between Centre avenue on the west and Canal street on the east, so that the floor of the subways at Morgan street shall not be less than 9.35 feet above city datum instead of 7.36 feet as in the ordinance of July 7th, 1902; Brown (or Sangamon) street 9.14 feet instead of 7.13 feet; Johnson street 8.92 feet instead of 6.9 feet; Newberry avenue 8.71 feet instead of 6.68 feet; Halsted street 7.82 feet instead of 6.0 feet and Union street 7.0 feet instead of 5.0 feet, the City of Chicago on its part agrees to change the grade of Meagher street and Rebecca street, as follows, to-wit: Commencing at a point about two-hundred (200) feet west of the intersection of Meagher street with Canal street

at the present grade of said street 11.0 feet above city datum, from said initial point the grade of said Meagher street shall continue on a level to a point about ninety-five (95) feet east of the east line of Jefferson street where the same elevation of 11.0 feet above city datum shall be maintained; thence the roadway of said Meagher street shall ascend on a grade of not to exceed 3.5 feet in 100 feet to the east line of Jefferson street where an elevation of not to exceed 14.32 feet above city datum shall be attained; thence the roadway of said Meagher street shall ascend on a grade of about 0.84 per centum for a distance of about seven hundred and ninety-five (795) feet to a point about on the east line of Union street where the elevation of the roadway of said Meagher street shall be not less than 21.0 feet above city datum; thence the roadway of said Meagher street shall remain on a level for a distance of about one hundred and thirty-six (136) feet to a point about seventy (70) feet west of the west line of Union street where the same elevation of 21.0 feet above city datum shall be maintained, and in said last mentioned distance crossing over and above the roadway in Union street on a bridge thirty (30) feet in width, of similar construction to the bridges carrying railroad tracks across streets where subways are to be built; thence the roadway of said Meagher street shall descend on a grade of 3.5 feet in 100 feet for a distance of about three hundred and seventy-seven (377) feet to a connection with the roadway in Halsted street at about 7.82 feet above city datum; also to change the grade of the roadway in Rebecca street, as follows: Commencing at the west line of Morgan street at an elevation of about 9.35 feet above city datum the roadway of said Rebecca street shall ascend on a grade of 3.5 feet in 100 feet for a distance of about three hundred and eighty-seven (387) feet where an elevation of not less than 22.9 feet above city datum shall be attained; thence the roadway of said Rebecca street shall continue on a level for a distance of about one thousand two hundred and fifty (1,250) feet to a point about one hundred and ten (110) feet west of the west line of Centre avenue where the same elevation of 22.9 feet above city datum shall be maintained, and in said last mentioned distance crossing over and above the roadway in Centre avenue on a bridge thirty (30) feet in width, of similar construction to the bridges carrying the railroad tracks across the streets where subways are to be built; thence the roadway of said Rebecca street shall descend on a grade of 3.5 feet in 100 feet for a distance of about four hundred and eleven (411) feet to a connection with the floor of the subway in Blue Island avenue at an elevation of about 8.5 feet above city datum.

The said Meagher and Rebecca streets shall be improved by said Chicago, Burlington and Quincy Railroad Company, the Chicago Terminal Transfer Railroad Company and the Chicago and Northwestern Railway Company from the west line of Canal street to the east line of Halsted street and from the west line of Morgan street to the east line of Blue Island avenue by properly grading and paving the same with a concrete curb and macadam pavement, the full width of the street, all of said work to be done in accordance with the specifications of the Board of Local Improvements of the City of Chicago for such work.

The space occupied by the bridges to be constructed at Union street and Centre avenue shall be protected with a suitable and ornamental fence of iron posts and railing, all of said work to be done under the supervision and to the entire satisfaction of the Commissioner of Public Works of the City of Chicago.

Also amend Section 4a on pages 945 to 947, under the head of subways in South Morgan street, South Sangamon street, Johnson street, Newberry avenue,

and Halsted street, in the 5th, 6th and 7th lines, by striking out the words "This level shall extend on the south to the south line of Sixteenth street" and in lieu thereof insert: "This level shall extend on the south to the north curb line of Sixteenth street."

Also amend Section 4a on page 947, under the head of Subway in Union street, in the 6th line by striking out the words "to the south line of Sixteenth street" and in lieu thereof insert "ten feet beyond the south portal of subway."

Also amend Section 4a on page 948 by striking out all reference to "Subways in Rebecca street."

All of the above work to be done in accordance with map and plans hereto attached and marked "Exhibit A" and made part of this ordinance.

SECTION 2. All the provisions of the ordinance of July 7th, 1902, hereby amended, shall apply to all things provided for and embraced in this ordinance unless otherwise herein specially provided; and the rights, obligations, powers and duties of the City of Chicago and said Chicago, Burlington and Quincy Railroad Company, the Chicago Terminal Transfer Railroad Company and the Chicago and Northwestern Railway Company shall be the same in all respects as if said ordinance of July 7th, 1902, had originally contained all the matters and things embraced in this ordinance, and the said ordinance of July 7th, 1902, and this ordinance shall be construed together the same as if all the matters and things herein specified had been contained in said ordinance hereby amended.

SECTION 3. This ordinance shall take effect from and after its passage and approval; provided, however, that the same shall be null and void if the Chicago, Burlington and Quincy Railroad Company, the Chicago Terminal Transfer Railroad Company and the Chicago and Northwestern Railway Company shall not within thirty (30) days from the passage and approval of this ordinance file with the City Clerk of the City of Chicago an agreement or agreements, duly executed, where said railway and railroad companies shall undertake to do and perform all the matters and things required of them by this ordinance; after the filing of such agreement or agreements as aforesaid, this ordinance shall be binding upon the said City of Chicago and said railway and railroad companies and shall not be materially modified or amended without the consent of said railway and railroad companies; but nothing in this ordinance contained shall be deemed a waiver or surrender of the police power of the City of Chicago or to deprive the City of the right to properly exercise such power.

A. W. BEILFUSS,
for Chairman.

SPECIAL INVESTIGATION COMMITTEE.

The committee appointed by His Honor, the Mayor, under resolution of November 19, 1906, page 2025, Council Proceedings, for an investigation of certain alleged charges made by Peter Bartzen, Commissioner of Buildings, submitted a report of its proceedings in detail, together with a supplementary report by Hon. Herman Lilien, both of which were read by the Clerk.

Ald. Richert moved that the report be deferred and published.

Ald. Werno moved as a substitute for the foregoing motion, that the committee be discharged, with the thanks of the City Council, and that the report be placed on file.

The motion prevailed.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of 16th street, from State street to Clark street, etc.

By unanimous consent, on motion of Ald. Kenna, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

THIRD WARD.

Ald. Pringle presented a petition from various employes of the Fire Department for an increase of wages, which was

Referred to the Committee on Finance.

FIFTH WARD.

Ald. Martin presented an ordinance in favor of Worth E. Caylor for pipes or conduits for electric wires for burglar alarm, sprinkler alarm, fire alarm, and watch service purposes, in the City of Chicago, which was

Referred to the Committee on Gas, Oil and Electric Light.

Ald. Martin presented the claims of Dennis Gleason and Thomas E. Welsh for damages on account of personal injuries, which were

Referred to the Committee on Finance.

Ald. McCormick presented the claims of M. Bielska for refund of saloon license fee and of Harry Gardner for damages on account of personal injuries, which were

Referred to the Committee on Finance.

SIXTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Champlain avenue, from 43d street to 46th street.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna,Coughlin,Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

SEVENTH WARD.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of

Health be and he is hereby authorized to purchase an ambulance from James Cunningham Son & Co. at a price not to exceed seven hundred ($700) dollars, without advertising, said ambulance to be used for the Isolation Hospital.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

Ald. Bennett presented the following order, which was, on motion, duly passed:

Ordered, That an order passed January 2, 1907, as shown at page 2483 of the Council Proceedings of that date be and the same is hereby amended as follows: By striking out from the 4th line of said order the name "Edwin," and by inserting in lieu thereof the name "Edward," the correct name of claimant being Edward Gorey, and not Edwin Gorey as originally passed.

Ald. Bennett presented petitions from Henry R. Worthington and the Snow Steam Pump Works for non-enforcement of penalty clause in contracts, which were

Referred to the Committee on Finance.

Ald. Snow presented an ordinance amending Section 632 of the Revised Code of 1905, which was

Referred to the Committee on Building Department.

Ald. Snow presented an ordinance for the punishment of fraudulent interference with water, electricity, gas and other sealing devices, which was

Referred to the Committee on Judiciary.

Ald. Snow presented the claim of Margaret Wild for wages withheld during sickness, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Wabash avenue, from 57th street to 63d street.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to furnish power for electric lighting for fire boat quarters, Company 58, located at 92d street and the Calumet River.

Ald. Moynihan presented the follow-

ing resolution, which was, on motion, duly adopted:

WHEREAS, An unprecedented epidemic of diphtheria, scarlet fever and other contagious diseases is now sweeping the city; and,

WHEREAS, The daily roll of deaths and new cases call for most vigorous action and strictest regulations; and,

WHEREAS, The Health Department now makes a practice of delegating its powers and duties to all physicians who may care "to assume" responsibility for quarantine regulations; and,

WHEREAS, The Health Department, upon such "assumption," does not placard the affected premises or make inspections prescribed by law; and,

WHEREAS, In the present grave state of affairs nothing should be "assumed" by the Health Department; therefore, be it

Resolved, That the Health Commissioner be and hereby is ordered to placard all premises in which contagious disease be discovered, and is further ordered to make inspections and enforce quarantine regulations through his own inspectors in all cases, instead of relying on family physicians who may be prejudiced in favor of the patients from whom they receive their fees.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of 82d street, from Exchange avenue to 315 feet west of Muskegon avenue, etc.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cinder sidewalk on both sides of 84th street, from Baltimore avenue to 438.14 feet west, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a six-foot cinder sidewalk on both sides of 84th street, from Baltimore avenue to 438.14 feet west," passed November 27, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed November 26, 1906, Warrant 34612, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fish-

er, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented the following order:

Ordered, That the Commissioner of Public Works is hereby authorized and directed to let a contract, without advertising, for a survey of West Water street, between Van Buren and Kinzie streets, to ascertain the exact amount of said street that belongs to the City of Chicago, at a cost not to exceed $1,000, and the City Comptroller is hereby authorized and directed to pay the same out of the appropriation for 1907, when made by the City Council.

Which was, by unanimous consent, on motion of Ald. Haris, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

Ald. Harris moved that the ordinance granting permission to the Chicago, Burlington and Quincy Railway Company to operate and maintain certain tracks on South Union and Lumber streets, placed on file November 12th, 1906, be taken from file and recommitted to the Committee on Streets and Alleys, West Division.

The motion prevailed.

Ald. Harris presented orders for paving Maxwell street, between Canal and Morgan streets, and Union street, between 12th and 16th streets, and orders for paving portions of two north and south alleys east of Halsted street, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Blair street, from Canalport avenue to a line 584.5 feet south of Canalport avenue.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

TENTH WARD.

Ald. Scully presented an order for an appropriation for a municipal foundry, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of Washburn avenue, from Blue Island avenue to Waller street, etc.

By unanimous consent, on motion of Ald. Scully, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

TWELFTH WARD.

Ald. Zimmer presented the claim of the National Malleable Castings Company for refund of amount spent on installation of water meter, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the west side of South Albany avenue, from Douglas boulevard to Ogden avenue.

By unanimous consent, on motion of Ald. Zimmer, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Riley presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to issue a permit to Tabernacle Baptist Church, L. B. Warren, Pastor, to erect an electric sign in front of church at Madison street and Spaulding avenue; said sign to be constructed and erected in accordance with all rules and regulations of the Electrical Department and to the satisfaction of the City Electrician. The permission hereby granted to be revocable by the Mayor at any time at his discretion.

Ald. Riley presented the claim of James Flood for refund of water pipe assessment, which was

Referred to the Committee on Finance.

FOURTEENTH WARD.

Ald. Maypole presented the various claims of Margaret Knowles, Augusta H. Pio, L. Koepke and M. Briggs, which were

Referred to the Committee on Finance.

FIFTEENTH WARD.

Ald. Beilfuss presented the following resolution, which was, on motion, duly adopted:

WHEREAS, There is pending before the General Assembly of the State of Illinois Senate Resolution No. 2, providing the appointment of a committee composed of five members each of the Senate, House of Representatives and members of the various Park Boards in the

City of Chicago and of the City Council of the City of Chicago to evolve a plan of equitable assessment alike to the park systems of the City, the City of Chicago and abutting property owners for the improvement of streets abutting upon public parks; now, therefore, be it

Resolved, That the Mayor be and he is hereby authorized upon the passage of said resolution, or one of similar import, to appoint as many members of tht City Council to serve upon said committee as said resolution will provide for.

SIXTEENTH WARD.

Ald. Schermann presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to A. W. Roth to string a banner across the street at No. 890 Milwaukee avenue for 30 days; said banner shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Schermann presented the following amendment to an ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago, by adding to the first clause, entitled "Pavement" (Council Proceedings, 2667, in the General Specifications) the following:

"Provided, however, that where a cobble stone pavement exists, same shall be removed within 120 days from date of acceptance of this ordinance, and a pavement of granite block substituted therefor, according to specifications, as published on page 2668 of the Council Proceedings of January 15, 1907."

Which was deferred and ordered published.

Ald. Schermann presented an order in favor of M. Weinberg for a permit to complete fourth floor of building, which was

Referred to the Committee on Building Department.

EIGHTEENTH WARD.

Ald. Brennan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to take steps to hasten the work of repairing the viaduct on Madison street.

NINETEENTH WARD.

Ald. Powers, Bowler, Conlon and Brennan presented an order for an increase in the pay of street laborers from $1.50 to $2.00 per day, which was

Referred to the Committee on Finance.

TWENTY-SECOND WARD.

Ald. Dougherty presented the claim of Peter Williams for rebates of water tax, which was

Referred to the Committee on Finance.

TWENTY-FOURTH WARD.

Ald. Hahne presented an order for opening, by condemnation, Nelson street, from Ashland avenue to Paulina street, which was

Referred to the Board of Local Improvements.

TWENTY-FIFTH WARD.

Ald. Williston presented the claims of C. W. Rogers for refund of 90 per cent

of special assessment, and of Webster Whiting for back salary for 1898, which were

Referred to the Committee on Finance.

Ald. Dunn presented an ordinance establishing a minimum fee of two dollars for city licenses, which was

Referred to the Committee on License.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the north side of Fletcher street, from North Clark street to Sheffield avenue, etc.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the north side of Waveland avenue, from Sheridan road to Pine Grove avenue, etc.

By unanimous consent, on motion of Ald. Williston, the estimate was approved and the ordinance was passed by veas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps presented an ordinance for vacating an alley lying in a subdivision of Block 7 of Section 19, 40, 14, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Lipps presented an order for the removal of obstructions from West Ravenswood avenue, which was

Referred to the Committee on Streets and Alleys, North Division.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect and maintain an electric light in front of St. Philomena's Church, North 41st court and Cortland street.

Ald. Siewert presented the claim of Meyer & Martin for refund of delicatessen license fee, and an order for an appropriation for "feeder main" in North 48th avenue, which were

Referred to the Committee on Finance.

Ald. Blase presented the following

order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Wisconsin avenue, from Elston avenue to Lawrence avenue, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Blase presented an order for sewers in North Avers and North Hamlin avenues, between Lawrence and Wilson avenues, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West Foster avenue, from Lincoln avenue to 442 feet west of Lincoln avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West Montrose avenue, from Milwaukee avenue to North 48th avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for the opening of North 54th avenue, from West Lawrence avenue to Higgins avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the opening of North 54th avenue, from West Lawrence avenue to Higgins avenue," passed November 27, 1905, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty,

Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Larson presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to E. Duberstein to string a muslin sign across the sidewalk in front of 1628 Milwaukee avenue for 30 days; said sign to be erected and maintained in accordance with the rules and regulations of the Department. This privilege shall terminate any time at the discretion of the Mayor.

Ald. Herlihy presented the claims of M. Hansen and Julius Oehl for refunds of delicatessen license fees, which were

Referred to the Committee on Finance.

Ald. Herlihy presented an order for paving Linden place, from Sacramento avenue to Humboldt boulevard, which was

Referred to the Board of Local Improvements.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place electric lights at 54th and Paulina streets, 54th and Robey streets, at 53d and Marshfield avenue, and at 53d and Hermitage avenue.

Ald. Wendling presented the following resolution, which was, on motion, duly adopted:

WHEREAS, It is reported that conditions of filth and uncleanliness and general foulness obtain to such a degree in the police stations of the City of Chicago, as to make them dangerously unfit places for police officers, officers of the Municipal Courts and others whose occupations require them to transact their daily business in these locations; therefore, be it

Resolved, That His Honor, the Mayor, be and he is hereby instructed to appoint a special committee of five members of this Council to conduct a thorough investigation of the health and sanitary conditions prevailing in the police stations of the City of Chicago and report the result of their findings to this Council within thirty days.

THIRTIETH WARD.

Ald. Burns presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to remove the dirt on Wallace street, from Root to Forty-seventh streets, and give the street a general cleaning, and charge the expense of same to the Scully Paving Company.

Ald. Burns presented the following order, which was, on motion, duly passed:

WHEREAS, The Scully Paving Company, who have undertaken and have paved Emerald avenue, from Forty-third to Forty-seventh streets, and Wallace street, from Root to Forty-seventh streets; and,

WHEREAS, Said pavement is defective and not up to standard, especially on Wallace street, for the following reasons: 1st. On a great many parts of Wallace street the asphalt is burned and is becoming loose, and there are now several holes and bad spots on this street, owing to poor material and poor work. 2nd. The Scully Paving Company

has been negligent in its work, in the way of removing dirt and parts of asphalt which was taken up, thus making the street very offensive to property owners (and the public), a great deal of this dirt being taken from Wallace street when graded by the same paving company, and as the Scully Paving Company have been notified time after time to remove said dirt and material and have failed to do so; therefore, be it

Ordered, That the Board of Local Improvements be and they are hereby instructed and directed to award no more contracts to the Scully Paving Company for street paving in the Thirtieth Ward.

Ald. Bradley presented the claim of Thomas Murnan for refund of 90 per cent of special assessment, which was

Referred to the Committee on Finance.

THIRTY-FIRST WARD.

Ald. O'Connell presented the claims of Jas. Maroney and F. Walter for refunds of special assessments, which were

Referred to the Committee on Finance.

THIRTY-SECOND WARD.

Ald. Fisher presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to have the electric arc light at the corner of West 81st street and Vincennes road put into and kept in service.

Ald. Fisher presented the following order, which was, on motion, duly passed:

WHEREAS, Property under the control of the Commissioners of the various Park Boards cannot be legally assessed for payment of street improvements; and,

WHEREAS, A recent decision of the Supreme Court has declared it illegal for the Park Boards to voluntarily appropriate moneys from park funds to pay for street improvements; and,

WHEREAS, In consequence, many important streets contiguous to the park properties, and sadly needing improvement, are having to remain unpaved indefinitely to the great detriment of the surrounding properties, as well as of the parks themselves; from which condition there is no prospect of relief for some years; therefore,

Ordered, That the Committee on State Legislation be and hereby is instructed to report to this Council the draft of a law to be submitted to the Illinois Legislature as early as possible during its present session, empowering the Boards of Park Commissioners to appropriate moneys for street improvements from their general funds, and to enter into contracts jointly with the city, or otherwise, for the improvement of streets contiguous to park properties.

Ald. Fisher presented an order for granite top macadam pavement, 30 foot roadways, sandstone curbs on a system of streets as follows: On West 80th street, from Wallace street to Halsted street; on Union avenue, from West 81st street to West 80th; and for the resurfacing of Union avenue, from West 79th street to West 80th street, and of Lowe avenue, from West 79th street to West 80th street, which was

Referred to the Board of Local Improvements:

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with slag macadam Emerald avenue, from West 79th street to West 83d street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Mar-

tin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on the north side of West 87th street, from South Centre avenue to Summit avenue.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Bihl presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to report to this Council at its next regular meeting the reason of the delay in letting the contract for the construction of Section 3 of the Southwest Land Tunnel.

Ordered, That the Commissioner of Public Works be and he is hereby directed to report to the Council at its next regular meeting by what right or authority the Illinois Central Railroad maintains and operates a railroad switch track across Indiana avenue south of 130th street.

Ald. Bihl presented an ordinance in favor of the Ostermann Manufacturing Company for two push car tracks across 120th street, which was

Referred to the Committee on Streets and Alleys, South Division.

THIRTY-FIFTH WARD.

Ald. Race presented the following order, which was, on motion, duly passed:

Ordered, That the Chief of Police report to this Council what action he has taken to carry out the order passed November 26, 1906, requiring the police to stop the overcrowding of the elevated platforms.

Ald. Race presented the following amendments to the pending street railway ordinances, which were deferred and ordered published:

Amendments to the Chicago City Railway ordinance and the Chicago Railways ordinance published in Council Proceedings of January 15, 1907.

Amend Section 11, entitled "Rate of Fare," in both ordinances:

By adding before the words "the sum of," the words, "not to exceed," so as to read, "not to exceed the sum of five cents for each passenger," etc.

Amend Section 11, entitled "Rate of Fare," in both ordinances, by adding thereto the following:

"Provided, however, the said Company shall sell tickets which shall entitle the holder thereof to 6 rides for 25 cents, and 13 rides for 50 cents,

and shall entitle the holder thereof to the same transfer privileges as if a cash fare had been paid."

Amend Section 11, entitled "Rate of Fare," in both ordinances:

By adding thereto: "Provided said Company shall sell tickets which shall entitle the holder thereof to 8 rides for 25 cents. Said tickets however to be good only between the hours of 5 A. M. and 7:30 A. M., and 5 P. M. and 6:30 P. M. and good only on any week day."

Amend Section 11 of Chicago City Railway Company ordinance entitled "Universal Transfers:"

By striking out all that portion on page 2577, Council Proceedings, beginning: "But this obligation shall not apply to any connecting point in the South Division of the City of Chicago, north of Twelfth street," and including the words, "except."

Also strike out on page 2578, same section, that part beginning:

"But this obligation shall not apply to any connecting point north of Twelfth street, and east of the Chicago River," to and including the word "except."

Amend Section 11 of Chicago Railways Company ordinance entitled "Universal Transfers:"

By striking out all that portion on page 2627, Council Proceedings, beginning: "But this obligation shall not apply to any connecting point in the South Division of the City of Chicago, north of Twelfth street," to and including the word "except."

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of West Huron street, from North 48th avenue to North 51st avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of West Huron street, from North 48th avenue to North 51st avenue," passed July 9, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31320 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of sundry persons for 90 per cent refunds for special assessments, deferred and published January 15, 1907, page 2557.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordi-

nance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers to the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificates of payment and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund upon identification and proper power of attorney from claimant.

Warrant.		
22477	John Maly	$ 7.72
23111	Mrs. J. M. Caskey	16.08
20203	J. W. Lyke	11.24
21210	M. L. Pearce	113.40

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works authorizing the payment of 15 per cent reserves on contracts for furnishing coal to various pumping stations, deferred and published January 15, 1907, page 2558.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow payment of reserves for 15 per cent on contracts with the Miami Coal Company and Thomas A. Fitzgerald, for furnishing coal at the stations enumerated, in accordance with the recommendation of the Commissioner of Public Works attached hereto.

Chicago Avenue Pumping Station	$3,617.00
Fourteenth Street Pumping Station	5,017.64
Twenty-second Street Pumping Station	4,504.58
Fullerton Avenue Pumping Station	703.87
City Hall Building	832.00
Woodlawn Pumping Station	196.45
Seventieth Street Pumping Station	82.02
Seventy-third Street Pumping	

Station 192.78
Pullman Pumping Station 30.47
Jackson Park Avenue Pumping Station 167.14

and the Comptroller is ordered to pay proper vouchers therefor when issued by the Commissioner of Public Works from the moneys reserved under said contracts.

This action is taken on the recommendation of the Commissioner of Public Works, and in view of the fact that the said contracts have expired in accordance with their terms, and that the said reserves are due, the city having taken advantage of the right to extend such contracts for ninety (90) days.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Charles Grace for payment of meal tickets, deferred and published January 15, 1907, page 2558.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the General Superintendent of Police be and he is hereby authorized and directed to pay for meal tickets Nos. 6101, 7385 and 7369, from Miscellaneous Appropriation for Police Department, 1906, and the Comptroller is ordered to honor a voucher issued therefor, in accordance with the recommendation of the General Superintendent of Police attached hereto.

The Clerk, on motion of Ald. Young, presented the report of the Committee on Gas, Oil and Electric Light, on an ordinance amending the Revised Code of 1905, concerning the inspection of gas meters and gas, deferred and published January 7, 1907, page 2510, and deferred January 15, 1907, page 2718.

Ald. Young moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Sections 924, 925, 926, 927, 928, 929, 930, 932, 933, 935, 937, 938 and 940 of the Revised Municipal Code of Chicago of 1905, and providing for test of new meters and presence of representative of company at test.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 924 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**924. Duty to Test Meters.)** It shall be the duty of such Inspector to examine and test any gas meter furnished to any consumer of gas by any gas company furnishing illuminating gas in this city whenever requested to do so by such consumer. Said inspection upon the request of a consumer shall be made substantially in accordance with the following requirements: Whenever any consumer of illuminating gas furnished by a gas company furnishing gas in the city shall make a request for such inspector to have any meter or meters so furnished and installed by such gas company on the premises of such consumer inspected for the purpose of ascertaining whether such meter registers accurately and correctly and pays the fee as hereinafter fixed, said inspector shall proceed to make a test of such gas meter. Before making any such test the inspector shall give notice to the person making application for such test, and also to the gas company whose meter is about to be tested, of the time and place where he intends to test such meter. Notice to the company shall be given in writing sent by mail to such gas company at its principal office in the city, and notice shall be sent to such applicant in writing by mail addressed to the premises described in the application for such test. Such notice shall be mailed at least twenty-four hours before the time set for the test of such meter. The test of such meter shall be made by the inspector or his duly authorized agent or agents at such place as he may designate in such notice or notices, and shall be made in such manner as to thoroughly test such meter with a view of ascertaining whether it registers accurately."

SECTION 2. That Section 925 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**925. Testing of Meters—Unit of Measure—Pressure at Which Test Is to Be Made—Standard Meters—Variations Allowed.)** The unit of measure to be employed by the inspector in making the test of meters herein provided for shall be the cubic foot containing 62.321 pounds of rain or distilled water at a temperature of sixty-two degrees Fahrenheit, and at a barometric pressure of thirty inches.

All meters shall be tested at a pressure which will balance a column of water five-tenths of an inch in height, and the accuracy of such meter shall be determined by the use of standard meter provers designed and constructed for the purpose.

There shall be maintained in the office of the Inspector of gas meters and gas at least three standard gas meters which have been tested, sealed and certified by the United States Bureau of Standards. The meters so maintained shall be used as standards for the purpose of checking the working provers which are used by said Inspector in checking and testing meters used by consumers of gas. Any consumer's meter tested by said Inspector shall be deemed

to be correct if it registers not to exceed two per cent above or two per cent below accuracy. Any meter found to be either fast or slow as herein defined shall be adjusted by the gas company owning same so as to bring it as close as practical to accuracy within the limits herein specified before again being placed in service."

SECTION 3. That Section 926 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**926. Inspection Conclusive.)** The inspection herein provided for to be made by such Inspector shall be conclusive both upon the gas company owning such meter, and the consumer in or upon whose premises such meter was installed, and the amount of gas flowing through such meter for a period of six months before the close of the month in which such meter shall be inspected shall be adjudged to be as if such meter were during such six months in the same condition as it was at the time such inspection was made."

SECTION 4. That Section 927 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**927. By Whom Fee Is to Be Finally Paid.)** If the result of any such inspection shall show any meter so inspected to be inaccurate as herein defined, and to have registered in such a manner as to show a greater consumption of gas than was actually consumed or than actually flowed through such meter, the amount advanced by the person desiring such test shall be forthwith returned to such person, and such inspection shall be made without any cost or expense of any kind to him, the cost of making such inspection of any meter so found to be inaccurate shall be paid by the company furnishing gas through the same, and by whom or for whose benefit such meter was installed, and the amount of the fee as herein fixed for such inspection shall be paid by such company upon a bill being presented to it by the Inspector with his certificate showing that such meter was found by him to be inaccurate. If the result of any inspection of any meter shall show such meter to be registering accurately as herein defined or to have registered a smaller amount of gas than actually flowed through such meter, in such case the expense of such inspection shall be paid for out of the fee required to be advanced by the person, firm or corporation making application for such inspection, and no part of such fee shall in any case be returned to such applicant."

SECTION 5. That Section 928 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**928. Fees.)** Any person, firm or corporation desiring the inspection of any gas meter within the city as provided in Section 4 (four) hereof shall accompany the application for such inspection with a fee of one dollar which shall be paid to the City Collector, and for which such applicant shall obtain a receipt from the City Collector, showing such payment, which receipt shall describe the location of the gas meter to be inspected and shall contain the name of the person, firm or corporation for whose benefit said gas meter was installed, said receipt when presented to the Inspector shall be his authority for making the inspection herein provided for."

SECTION 6. That Section 929 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**929. Disconnection of Meters to Be Inspected.)** Whenever a request shall be made to inspect any meter which is installed in any premises, the Inspector

of Gas Meters and Gas shall have the right, upon giving the notices hereinbefore provided for, to require the gas company owning the same to disconnect and detach such meter and convey the same to such place as he may direct for the purpose of making his inspection, the said gas company installing another meter in place of the one so removed for inspection and test."

SECTION 7. That Section 930 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"930. **Office Hours—Apparatus.)** Said Inspector shall keep an office in the City Hall, where he shall be found during all business hours of each business day, except when absent on business connected with his official duties.

He shall keep in his office a standard one hundred inch bar photometer, with the ordinary and usual accessories of the same."

SECTION 8. That Section 932 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"932. **Records to Be Kept.)** Said Inspector shall keep a register or registers in his office, in which he shall record the number and description of each meter inspected by him, and the time when it was tested by him, together with a record of all notices sent or given by him, and all other proceedings of his office. Such records shall at all times be open to the inspection of the Mayor, any member of the City Council, and the head of any department, or any citizen of the City of Chicago.

SECTION 9. That Section 933 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"933. **Duty of Inspector to Test Quality of Gas.)** Said Inspector shall from time to time make photometric tests of the quality of illuminating gas furnished by the various gas companies or persons engaged in the business of furnishing and supplying gas to consumers in the city, and he shall communicate to the City Council the result of such tests. If at any time he shall discover that the quality of illuminating gas being furnished or supplied to the city or to any consumer by any person or corporation engaged in the business of furnishing or supplying gas, either as to purity or illuminating power, is below the standard required by the provisions of this ordinance, and any and all other sections of the Revised Municipal Code of Chicago of 1905, he shall forthwith report such fact to the City Council with a record showing the tests made by him."

SECTION 10. That Section 935 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"935. **Monthly and Annual Report.)** Said Inspector shall immediately after the first day of each month prepare and submit to the Comptroller a report of the number of meters inspected during the previous month. Said Inspector shall annually on or before the first day of May in each year report in writing to the City Council the transactions of his office during the preceding year, with such other information as he may deem necessary and proper."

SECTION 11. That Section 937 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"937. **Purity of Gas.)** Any person or corporation engaged in, carrying on, or conducting the business of furnishing or supplying illuminating gas in the city to any consumer or consumers shall be and hereby is required to furnish

and supply such gas which shall be so far free from sulphuretted hydrogen that it shall not discolor a test paper imbued with acetate of lead when such test paper is exposed to a column of gas issuing for thirty seconds under a pressure of five-tenths of an inch of water, and so that one hundred cubic feet of such gas shall not contain more than twenty grains of sulphur, and so that one hundred cubic feet of such gas shall not contain more than five grains of ammonia.

All tests to be made for the purpose of establishing the percentage of sulphur in illuminating gas furnished by any person or corporation furnishing gas in the city, shall be made or conducted with the Tutweiller Sulphuretted Hydrogen Apparatus, and the sulphur in other forms shall be determined by means of the Gas Referees Sulphur-determining Apparatus, and methods ordinarily employed in the use of the same."

SECTION 12. That Section 938 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**938. Illuminating Power.)** Any person or corporation engaged in, carrying on or conducting the business of furnishing or supplying illuminating gas in the city to any consumer or consumers shall be and hereby is required to furnish and supply gas of an illuminating power of not less than twenty-two candle power. The gas while being tested shall be burned by means of a No. .07 Bray Slit-Union low pressure burner when used in connection with the photometer and accessories hereinbefore specified.

The unit and standard of light shall be that volume of light which is produced in a horizontal direction by one standard English candle burning at the rate of one hundred and twenty grains of sperm per hour."

SECTION 13. That Section 940 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"**940. Penalty.)** Any person or corporation engaged in, carrying on, or conducting the business of furnishing or supplying illuminating gas in the city to any consumer or consumers, who shall furnish gas of a lower standard of purity or of less illuminating power than that required in and by the provisions of this article, or who shall violate any other provision of this article, shall be fined not less than fifty dollars nor more than two hundred dollars for each offense; and each and every day on which any such person or corporation shall furnish or supply illuminating gas to any person in the city in violation of any of the provisions of this article shall be deemed a separate and distinct offense. And any person or corporation who violates, neglects, or refuses to comply with, or who resists or opposes the enforcement of any of the provisions of this ordinance, shall be fined not less than twenty-five dollars nor more than two hundred dollars for each offense."

SECTION 14. **New Meters.)** All new meters installed by any gas company after the passage of this ordinance shall be examined and tested under the supervision of the inspector of gas meters and gas previous to the installation of same, and said inspector shall seal the same with some suitable seal or stamp indicating that said meter has been examined and tested under the supervision of such inspector and found to be registering accurately and said seal shall specify the date under which said inspection was made. No gas company furnishing gas in the city shall after the passage of this ordinance install any meter unless the same has been examined, tested and sealed as herein provided and all meters disconnected for inspection and test as herein provided or for repairs after the passage of this ordinance

shall also be examined, tested and sealed in the same manner as is required in the case of new meters before the same shall again be connected or re-installed.

SECTION 15. **Representative of Company at Test.)** Any company supplying gas to the city or its inhabitants, or any gas consumer, may at his or its option be represented at any and all tests made of the gas meters, supplied or used by the said company or person.

SECTION 16. **Penalty.)** Any gas company, corporation or vendor of gas within this city, who shall furnish or use any meter contrary to, or in violation of the provisions of this article, shall, on conviction thereof, be fined not less than twenty-five dollars nor more than one hundred dollars for each and every offense.

SECTION 17. This ordinance shall take effect and be in force from and after its passage and publication according to law.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance vacating an alley between Lots 13 and 14 in Thomas S. Walker's Subdivision of Laflin, Smith & Dyer's Subdivision, deferred and published January 15, 1907, page 2683.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating a portion of the alley extending north and south from Graceland avenue to Dakin street, between Sheridan road and Seminary avenue, and dedicating a new alley in the same block.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the 16-foot alley extending south 130.05 feet from Graceland avenue and lying between Lots 13 and 14, in Thomas S. Walker's Subdivision of part of Lot 3, of Laflin, Smith & Dyer's Subdivision of the west half of the northeast quarter of Section 20, in Township 30 North, Range 14, East of the Third Principal Meridian (except the 1.28 acres in the northeast corner), the same being located in the block bounded by Graceland avenue, Sheridan road, Dakin street and Seminary avenue, as shown, marked in red and indicated by the words "to be vacated," on the plat hereto attached, which is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as the same is no longer required for public purposes, and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within 30 days after the passage of this ordinance the owner or owners of the property herein described shall dedicate to the public and open up for public use as an alley and a strip

10 feet in width extending in a westerly and northwesterly direction alongside of the right of way of the Northwestern Elevated Railroad Company in the rear of Lots 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23, in said Thomas S. Walker's Subdivision, thence north in the eastern portion of Lot 24, in said Thomas S. Walker's Subdivision as shown on the aforesaid plat marked in yellow and indicated by the words "to be dedicated" thereon.

SECTION 3. This ordinance shall take effect and be in force, subject to the provisions of Section 2 hereof; provided, that within 30 days of the passage of same the owner or owners of the property herein described shall file in the office of the Recorder of Deeds of Cook County, Illinois, a plat properly executed and acknowledged showing the vacation and dedication herein provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to the Boston Store to maintain a team scale, deferred and published January 15, 1907, page 2684.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Boston Store of Chicago, a corporation, its successors and assigns, to construct and maintain a team scale and necessary operating appurtenances, in the alley in the rear of the premises known as 77-87 East Madison street. The location of said team scale, and the work of construction necessary in and about the placing of the same shall be done under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 2. That the permission and authority hereby granted shall cease and determine ten years from and after the passage of this ordinance, or at any time prior thereto, at the discretion of the Mayor.

SECTION 3. During the life of this ordinance, the said grantee at all times shall keep said scale and the portion of the alley immediately surrounding the same, in good condition and repair, and safe for public travel, to the satisfaction of the Commissioner of Public Works of said City of Chicago.

SECTION 4. At the expiration of the term herein granted, the said grantee, its successors and assigns, shall forthwith remove said scale and its appurtenances, and restore the alley to its proper condition, to the satisfaction of the Commissioner of Public Works; so that the portion of said alley occupied by said scale shall be put into the same condition as the other parts of said alley.

SECTION 5. No work shall be done under the authority of this ordinance

unless a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue unless the grantee herein shall execute to the City of Chicago a good and sufficient bond in the sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense whatsoever, which it may be put to, or which may accrue against it, or be charged to or recovered from said city, from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein given. And conditioned further to observe and perform all the conditions and provisions of this ordinance. The said bond and liability of the sureties thereunder shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance, this bond shall not be in full force, then the privileges and authority granted shall thereupon cease.

SECTION 6. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void, if said grantee or its assigns shall fail promptly to pay any installment of said compensation.

SECTION 7. This ordinance shall be in force and effect from and after its passage, and upon the filing of an acceptance in writing of this ordinance by the said grantee, and upon the filing of the bond hereinabove in Section 5 provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to the Grand Crossing Tack Company to lay down, maintain and operate one 8-inch water pipe, two 6-inch steam pipes and a conduit containing three ducts for electrical wires across South Chicago avenue, between Jefferson avenue and Washington avenue and across the public alley running parallel to and lying northeast of South Chicago avenue near Jefferson avenue, deferred and published January 15, 1907, page 2685.

Ald. Hunt moved to amend the ordinance under consideration as follows:

Amend the first section of the ordinance as printed on page 2686 by striking out the semicolon in line 5 after the word "pipe," and by striking out the word "also" in the same line and inserting in lieu thereof the word "and."

Amend further by inserting in the blank space in line 14 of said section, and in line 6, right hand column, the figures "100."

The motion prevailed.

Ald. Snow moved to amend the ordinance further by striking out the words and figures "twenty-five ($25.00) dollars," from the fourth line of Section 6 as printed, page 2687, and by inserting in lieu thereof the words and figures, "thirty-five ($35.00) dollars."

The motion prevailed.

Ald. Bihl moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith,

Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting to the Grand Crossing Tack Company authority to lay down, maintain and operate one 8-inch water pipe, two 6-inch steam pipes and a conduit containing three ducts for electrical wires across South Chicago avenue, between Jefferson avenue and Washington avenue and across the public alley running parallel to and lying northeast of South Chicago avenue near Jefferson avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Grand Crossing Tack Company to lay down, maintain and operate one 8-inch water pipe and two 6-inch steam pipes to be placed in one conduit; also a conduit of vitrified tile containing three ducts each 4-inch by 4-inch in size for electrical wires; across South Chicago avenue, between Jefferson avenue and Washington avenue. The location of said conduits for water pipe, steam pipes and conduit for electrical wires shall be about 100 feet northwest of Jefferson avenue, measured on the northeast line of South Chicago avenue, substantially as shown on the plat hereto attached which is hereby made a part of this ordinance. Permission and authority is also hereby given to the said grantee to lay down, maintain and operate one water pipe, two steam pipes and a three-duct conduit for electrical wires, the same being extensions of and similar to the aforesaid pipes and conduits in and across the first public alley lying northeast of and running parallel to South Chicago avenue and extending in a northwesterly direction from Jefferson avenue. The location of said water pipe, steam pipes and conduit for electrical wires in said alley shall be about 100 feet northwest of Jefferson avenue measured on the southwest line of said alley, substantially as shown on the aforesaid plat. The location of all of the said pipes and conduits and the construction of same shall be under the direction and supervision, and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted all of the said pipes and conduits herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed the street and alley in which said pipes and conduits shall have been, shall be restored to their proper condition to the satisfaction of the Commissioner of Public Works so that the portions of said street and said alley where said pipes and said conduits shall have been located shall be in the same condition and safe for public travel as the remaining portions of said streets and said alleys in the respective blocks in which they are located, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City of Chicago. Said grantee shall do no permanent injury to said street or said alley or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber more of said street or said alley than shall be

necessary to enable it to proceed with advantage in the work herein authorized. Should any of said pipes or conduits interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove any or all of said pipes and conduits or change the location thereof as directed by the Commissioner of Public Works at its or their own expense, and without any expense whatever to the City of Chicago.

SECTION 4. During the life of this ordinance the grantee herein, its successors and assigns, shall at all times keep the surface of the street and the alley over the said pipes and conduits in a condition satisfactory to the Commissioner of Public Works, and safe for public travel. The operation and maintenance of all of said pipes and conduits herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of water pipes, steam pipes and conduits for electrical wires, electricity and the use of electrical wires, and also relating to underground construction of any kind or character.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor; conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. The grantee, its sucessors and assigns, shall pay as compensation for the privileges herein granted the sum of thirty-five ($35.00) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance of the same, and the bond hereinabove provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Mandel Brothers to maintain three (3) bridges or covered passageways across Holden court, deferred and published January 15, 1907, page 2687.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordi-

nance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Mandel Brothers, a corporation, its successors and assigns, to maintain three (3) bridges or covered passageways across Holden court as now constructed, connecting the second, third and fifth floors of the building erected on the north one-half (½) of Lot nine (9) and the south one-half (½) of Lot ten (10), Block fourteen (14), Fort Dearborn Addition to Chicago, and known as Nos. 119 to 121 State street, with the corresponding floors of the building erected on the south one-half (½) of Lot five (5), and the north one-half (½) of Lot six (6), Block fourteen (14), Fort Dearborn Addition to Chicago, and known as Nos. 113 and 115 Wabash avenue.

The bridges connecting the second, third and fifth floors of the above building shall not be more than twenty-two (22) feet three (3) inches, six (6) feet and six (6) feet three (3) inches respectively in width, as shown in the plat hereto attached, which for greater certainty is made a part of this ordinance.

Said bridges or covered passageways shall be maintained under the direction and supervision and to the satisfaction of the Commissioner of Public Works and Fire Marshal of the City of Chicago, and in such a manner as not to interfere with public travel in said Holden court underneath same.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor.

SECTION 3. In consideration of the privileges herein granted and as compensation therefor said Mandel Brothers, its successors or assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed and until such time as said bridges or covered passageways are removed, the sum of five hundred sixty-eight and twenty-four- one-hundredths ($568.24) dollars per year, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said Mandel Brothers, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 4. At the termination of the privileges hereby granted, by lapse of time or otherwise, said Mandel Brothers, its successors or assigns, shall remove said bridges or covered passageways at its or their own expense and without cost or expense of any kind whatsoever to the City of Chicago, provided that in the event of the failure, neglect or refusal on the part of said Mandel Brothers, its successors or as-

signs, to remove said bridges or covered passageways the City of Chicago may proceed to remove same and charge the expense thereof to said Mandel Brothers, its successors or assigns .

SECTION 5. Said Mandel Brothers, the grantee herein, shall execute to the City of Chicago a good and sufficient bond in the penal sum of $10,000.00, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago or which it may be put to, or which may accrue against, be charged to or recovered from said City from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein granted, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage, provided that said Mandel Brothers shall file its written acceptance of this ordinance, together with the bond hereinbefore provided for, within thirty (30) days.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to the Potter Watch Company to maintain a clock on an iron post at No. 88 East Madison street, deferred and published January 15, 1907, page 2689.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Potter Watch Company to construct a clock on the top of an iron post on Madison street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Potter Watch Company (a corporation), its successors and assigns, to construct, maintain and operate a double-faced running clock on the top of an iron post now fixed and located at the edge of the sidewalk on Madison street in this city, in front of the storeroom now known as No. 88 East Madison street, said clock to be constructed according to plans approved by the Commissioner of Public Works, a copy of which plans shall be kept on file in the office of said Commissioner. Said clock and support shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and af-

ter the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or by the exercise of the Mayor's discretion aforesaid, said grantee, its successors or assigns, shall remove said clock and said post and restore the sidewalk at the place where said clock shall be located to a condition satisfactory to the Commissioner of Public Works without cost or expense of any kind whatsoever to the city, so that said sidewalk shall be put in the same condition, safe for public travel, as the other parts of the sidewalks in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, or the sureties thereon sufficient, then the privilege herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the sidewalk immediately around said clock and its supports in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that said grantee, its successors or assigns, shall file with its or their written acceptance of same within thirty (30) days of the passage of this ordinance, and shall also within said thirty (30) days file the bond herein provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of the University of Chicago for a team scale, and for a vault in the rear of the southeast corner of Fifth avenue and Madison street, deferred and published January 15, 1907, page 2690.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the University of Chicago, its successors and assigns, to construct, maintain and operate a team scale and necessary operating appurtenances in the alley south of and abutting upon the premises known as the southeast corner of Fifth avenue and Madison street; also to excavate and maintain a vault in the above alley in the rear of the above building, said vault to be not more than forty-seven (47) feet, eight (8) inches in length, nor more than ten (10) feet in width, nor more than fifteen (15) feet in depth, as shown in the attached plat, which is hereby made a part of this ordinance.

The location and construction of said scale and vault to be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the privileges herein granted the scale herein authorized shall be removed by said grantee, and the vault herein authorized shall be filled up, unless this ordinance shall be renewed, and if said scale is so removed and said vault so filled up, the alley where the same shall have been located shall be restored to its proper condition, to the satisfaction of the Commissioner of Public Works, so that said portion of said alley shall be safe for public travel, and in the same condition as the remaining portion of said alley, at the sole expense of the grantee herein, without cost or expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said alley or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or incumber more of said alley than shall be necessary to enable it to proceed with advantage in constructing said scale and excavating said vault. Should said scale interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein shall remove said scale or change the location thereof, as directed by the Commissioner of Public Works, at its own expense and without any expense whatsoever to the City of Chicago.

SECTION 4. The said grantee, its successors and assigns, shall pay as compensation for the privileges herein granted the sum of one hundred four and twelve one-hundredths ($104.12) dollars per annum during the life of this ordinance. The first payment shall be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall be issued until the grantee shall execute to the City of Chicago its bond in the penal sum of twenty thousand ($20,000) dollars, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason

of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privilege and authority herein granted shall thereupon cease.

SECTION 6. During the life of this ordinance the grantee herein, its successors and assigns, shall at all times keep the surface of the alley around said scale and contiguous thereto in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the said grantee shall file the bond hereinabove provided for within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an order (presented by Ald. Brennan, October 1, 1906) directing the Commissioner of Public Works not to issue permits to certain paving contractors until they had placed in repair portions of certain streets, deferred and published October 8, 1906, page 1454, and deferred January 15, 1907, page 2729.

Ald. Brennan moved to amend the order by striking therefrom all reference to the Barber Asphalt Company, because of street repairs made by that company.

The motion prevailed.

Ald. Harris moved to pass the order as amended.

The motion prevailed, and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to refuse to issue permits to the paving contractors mentioned in the attached report until after they shall have put in good repair the streets set opposite their names in said report:

Clinton street, from Van Buren street to Lake street. Granite pavement. Under reserve to Gaffney & Long. Needs repair.

Clinton street, from Fulton street to Lake street. Granite pavement. Under reserve to Gaffney & Long. Needs repair.

Jefferson street, from Van Buren street to Madison street. Brick pavement. Under reserve to C. J. Kelly. Very bad condition.

Desplaines street, from Van Buren street to Madison street. Granite pavement. Under reserve to Gaffney & Long. Bad condition.

Halsted street, from Lake to Carroll ave. Brick pavement. Under reserve to C. J. Kelly. Bad condition.

Peoria street, from Van Buren street to Wayman street. Brick pavement. Under reserve to Gaffney & Long. Very bad condition.

Aberdeen street, from Van Buren street to Madison street. Brick pavement. Under reserve to Agnew & Co. Very bad condition.

Center avenue, from Adams street to Madison street. Asphalt pavement. Under reserve to J. J. Duffy. Needs repair.

Center avenue, from Adams street to Van Buren street. Brick pavement. Under reserve to Gaffney & Long. Needs repair.

Carpenter street, from Madison street to Kinzie street. Brick pavement. Under reserve to Gaffney & Long. Bad condition.

Curtis street, from Lake street to Arbor place. Asphalt pavement. Under reserve to R. F. Conway & Co. Needs repair.

May street, from Lake street to Kinzie street. Brick pavement. Under reserve to Gaffney & Long. Needs repair.

Ann street, from Lake street to Kinzie street. Granite pavement. Under reserve to Croake & O'Brien. Needs repair.

Sheldon street, from Washington street to Lake street. Asphalt pavement. Under reserve to Conway & Company. Needs repair.

Sheldon street, from Arbor place to Lake street. Asphalt pavement. Under reserve to Conway & Company. Needs repair.

Ogden avenue, from Washington street to Randolph street. Asphalt pavement. Under reserve to Conway & Company. Needs repair.

Waverly place, from Washington street to Madison street. Asphalt pavement. Under reserve to Burmudez. Needs repair.

Van Buren street, from Halsted street to Center avenue. Brick pavement. Under reserve to R. F. Conway & Co. Bad condition.

Van Buren street, from Halsted street to Canal street. Granite pavement. Under reserve to R. F. Conway & Co. Bad condition.

Boston avenue, from Halsted street to Desplaines street. Brick pavement. Under reserve to Citz. Con. Co. O. K.

Quincy street, from Halsted street to Desplaines street. Granite pavement. Under reserve to Citz. Con. Co. Needs repair.

Adams street, from Desplaines street to Canal street. Granite pavement. Under reserve to Conway & Co. Needs repair.

Adams street, from Center avenue to Morgan street. Asphalt pavement. Under reserve to Conway & Co. Needs repair.

Monroe street, from Canal street to Morgan street. Granite pavement. Under reserve to J. A. Sackley. Needs repair.

Monroe street, from Centre avenue to Morgan street. Granite pavement. Under reserve to Conway & Co. Needs repair.

Waldo place, from Desplaines street to Halsted street. Granite pavement. Under reserve to Citz. Con. Co. O. K.

Meridian street, from Desplaines street to Halsted street. Granite pavement. Under reserve to Hy. Lath. Needs repair.

Lake street, from Halsted street to Ashland avenue. Granite pavement. Under reserve to J. A. Sackley. Needs repair.

Fulton street, from Halsted street to Desplaines street. Granite pavement. Under reserve to R. F. Conway. Needs repair.

Fulton street, from Canal street to Milwaukee avenue. Brick pavement. Under reserve to Agnew & Co. Bad condition.

Marble place, from Halsted street to Desplaines street. Brick pavement. Under reserve to Agnew & Co. Bad condition.

Church court, from Center avenue to

Morgan street. Brick pavement. Needs repair.

Rundell place, from Aberdeen street to Morgan street. Brick pavement.

Randolph street, from Desplaines street to Halsted street. Granite pavement. Under reserve to Conway & Co. Needs repair.

Randolph street, from Ogden avenue to Ann street. Brick pavement. Under reserve to Citizens' Con. Co. Needs repair.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating an alley in Jordan's Re-Subdivision of Ogden's Subdivision, deferred and published January 15, 1907, page 2692.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

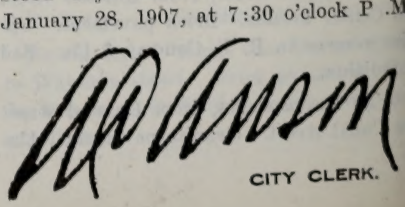
SECTION 1. That that portion of the east and west alley in Block four (4), in T. M. Jordan's Re-Subdivision of Lots thirteen (13), fourteen (14), fifteen (15), seventeen (17) and eighteen (18), of Ogden's Subdivision of the east half (E. ½) of the northeast quarter (N. E. ¼) of Section twenty-four (24), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian, beginning at the west end of said alley and extending thence east two hundred and fifty-six (256) feet, and also that the alley running north and south and adjoining on the west Lot twenty-seven (27), in Block four (4), in T. M. Jordan's Re-Subdivision aforesaid, be and the same are hereby vacated, inasmuch as said alleys are no longer required for public purposes; said alleys hereby vacated are shown on the plat of said Block four (4), in T. M. Jordan's Re-Subdivision aforesaid, which plat is hereto attached and made a part of this ordinance; nor shall the vacations herein made become in effect until Daniel J. O'Donovan shall pay to the City Collector of the City of Chicago the sum of twenty-one hundred seventy-four and forty one-hundredths ($2,174.40) dollars, which is hereby assessed and determined as the damages which may accrue by virtue of the closing of said alleys, which payment shall be made within thirty (30) days from the date of the passage hereof, nor unless the said Daniel J. O'Donovan shall file for record, within thirty (30) days from the date of the passage hereof, in the office of the Recorder of Deeds of Cook County, a plat showing the alleys so vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage, subject to the provisions of Section 1 hereof.

ADJOURNMENT.

Ald. Conlon moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, January 28, 1907, at 7:30 o'clock P .M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, January 28, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday January 30, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Richert, McCoid and Considine.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, January 21, 1907, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented a report from His Honor, the Mayor, containing the following list of names of the persons released from the House of Correction during the week ending January 26, 1907, together with the cause of each release:

John Sweeney, released for mother.

Philip Prusser, released for Ald. Dailey.

Martin Ostrowski, released for wife.

Frank Goodno, released for Ald. Coughlin.

Frank Mahinsec, released for wife.

Geo. Brangeolico, released for Alex Wisniewski.

Eugene Erickson, released for Jos. Meyer.

Oscar Peterson, released for wife.

Frank Olszenski, released for mother and sister.

James Wilson, released for wife.

Cornelius McCarthy, released for Ald. Powers.

Frank McKevitt, released for Ald. Powers.

Sam Kennedy, released for Ald. Kenna.

Peter White, released for wife.

Richard Wall, released for Ald. Blase.

John Anderson, released for Ald. Maypole.

Martin Cratty, released for Ald. Bowler.

Which was ordered published and placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
January 28, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of January 21, 1907, (Council Proceedings, 2769) for the vacation of a 16-foot alley in Thomas S. Walker's Subdivision in part of Lot 3 in Laflin, Smith & Dyer's Subdivision of the west half of the northeast quarer of Section 20, in Township 40, North, Range 14, East of the Third Principal Meridian, for the reason that the alley is erroneously described and the one that you intended to vacate is in Township 40 instead of Township 30.

I have caused the ordinance to be rewritten, the necessary correction being made, and submit the same herewith with the recommendation that the vote by which the ordinance was passed be reconsidered and the amended ordinance be passed without reference to a Committee.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Bennett moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Bennett moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating a portion of the alley extending north and south from Graceland avenue to Dakin street, between Sheridan road and Seminary avenue, and dedicating a new alley in the same block.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of the 16-foot alley extending south 130.05 feet from Graceland avenue and lying between Lots 13 and 14, in Thomas S. Walker's Subdivision of part of Lot 3, of Laflin, Smith & Dyer's Subdivision of the west half of the northeast quarter of Section 20, in Township 40 North, Range 14, East of the Third Principal Meridian (except the 1.28 acres in the northeast corner), the same being located in the block bounded by Graceland avenue, Sheridan road, Dakin street and Seminary avenue, as shown, marked in red and indicated by the words "to be vacated," on the plat hereto attached, which is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as the same is no longer required for public purposes, and the public interest will be subserved by its vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within 30 days after the passage of this ordinance the owner or owners of the property herein described shall dedicate to the public and open up for public use as an alley and a strip 10 feet in width extending in a westerly and northwesterly direction alongside of the right of way of the Northwestern Elevated Railroad Company in the rear of Lots 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23, in said Thomas S. Walker's Subdivision, thence north in the eastern portion of Lot 24, in said Thomas S. Walker's Subdivision as shown on the aforesaid plat marked in yellow and indicated by the words "to be dedicated" thereon.

SECTION 3. This ordinance shall take effect and be in force, subject to the provisions of Section 2 hereof; provided, that within 30 days of the passage of same the owner or owners of the property herein described shall file in the office of the Recorder of Deeds of Cook County, Illinois, a plat properly executed and acknowledged showing the vacation and dedication herein provided for.

ALSO,

The following veto message:

MAYOR'S OFFICE,
January 28, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith without my approval, an ordinance passed by your Honorable Body at the meeting of January 21, 1907 (Council Proceedings, 2775), authorizing the Potter Watch Company to construct and maintain a clock on an iron post in the sidewalk at 88 Madison street, for the reason that if private corporations or individuals are permitted to advertise their business in such a manner they should be required to pay compensation for the privilege, and this ordinance fails to require the payment of any such compensation.

I recommend that the vote by which the ordinance was passed be reconsidered and that the ordinance be referred to the Committee on Streets and Alleys, South Division, for further consideration.

Respectfully submitted,
E. F. DUNNE,
Mayor.

Ald. Bennett moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved to refer the ordinance to the Committee on Streets and Alleys, South Division.

The motion prevailed.

ALSO,

The following communication:

MAYOR'S OFFICE,
January 28, 1907.

To the Honorable, the City Council:

GENTLEMEN—I beg to transmit here-

with a communication from the City Electrician in reference to the Chicago Automobile Show which will be held in Chicago from February 2d to February 9th. Mr. Carroll also attaches an order which he recommends be passed by Your Honorable Body, and I respectfully submit the same for your consideration.

Respectfully,

E. F. DUNNE,
Mayor.

DEPARTMENT OF ELECTRICITY,
CHICAGO, Ill., January 28, 1907.

Hon. E. F. Dunne, Mayor:

DEAR SIR—The annual exhibit of the Chicago Automobile Show is to be held in Chicago at the Coliseum, commencing on February 2d and ending February 9th. I have had a conference with Samuel A. Miles, manager of the show. We have agreed on a plan that we believe will prevent dissatisfaction on the part of the visiting automobilists and will improve the city's control over their operators while traveling on the streets and boulevards of the city.

It is proposed to send a man to the Coliseum who will be authorized to issue to each competent visiting automobile operator, on payment of a fee of one dollar, a number plate and a temporary permit, authorizing him or her to operate an automobile in the streets of Chicago for a period of ten days, providing the operator complies with the ordinances of the City of Chicago relating to number plates, speed, lights, etc.

If this plan meets with your approval, kindly submit the attached order to the City Council with the request that it be passed tonight wthout reference to a committee so that the plan can be carried into effect commencing next Saturday, and oblige.

Respectfully submitted,

WM. CARROLL,
City Electrician.

Ald. Bennett moved to pass the order recommended by the City Electrician.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Board of Automobile Registry be and it is hereby authorized and directed to issue to each competent visiting automobile operator, during the annual exhibit of the Chicago Automobile Show to be held at the Coliseum commencing February 2d and ending February 9, 1907, on payment of a fee of one dollar, a number plate (in the name of the owner) and a temporary permit (in the name of the operator) authorizing him or her to operate an automobile in the streets of the City of Chicago for a period of ten (10) days, providing such operator complies with the ordinances of the City of Chicago relating to number plates, speed, lights, and all other regulations contained in said ordinances.

CITY CLERK.

The City Clerk presented a report of the acceptance and bond of Armour & Co. under ordinance of January 15, 1907, for a switch track, filed in his office since the last preceding meeting of the Council.

Which was placed on file.

ALSO,

An ordinance amending Section 166 of the Revised Code of 1905 concerning the license fee for billiard and pool tables, which was

Referred to the Committee on License.

ALSO,

The following communication, which was placed on file:

CITY CLERK'S OFFICE,
January 28, 1907.

To the Honorable, the Mayor and City Council:

GENTLEMEN—I have the honor to inform you that the Chicago Telephone Company has deposited in my office petitions purporting to contain about 100,000 names of persons in favor of the passage of an ordinance to the Chicago Telephone Company.

Yours respectfully,

A. C. ANSON,
City Clerk.

ALSO,

The following communication, which was ordered published and placed on file:

UNION LEAGUE CLUB,
CHICAGO.

Adrian C. Anson, Esq., City Clerk, City of Chicago, 101 *City Hall, Chicago, Ill.*

DEAR SIR—The following resolutions were adopted at the annual meeting of the Union League Club held Tuesday, January 22d:

"WHEREAS, The unsettled conditions that now exist in local transportation affairs are producing a detrimental effect upon the upbuilding of the city and our local prosperity; and

"WHEREAS, The comfort and convenience of our citizens demand a thorough street car system, divorced entirely from the influence of politics, and

"WHEREAS, There is now before the City Council an ordinance recommended for passage by the Local Transportation Committee providing for rehabilitation and improvement of the present system, and

"WHEREAS, It appears that public sentiment is for settlement and not for a referendum; be it

"*Resolved,* That the Union League Club does hereby request the City Council of Chicago to adopt at the earliest date possible the said settlement ordinance without further delay which a referendum would necessitate, in order that the whole city may profit by the immediate commencement of proposed improvements."

Very truly yours,

DAVID B. LYMAN, Jr.,
Secretary.

January 23, 1907.

ALSO,

The claim of Friedrich Gardzien for damages for personal injuries, which was

Referred to the Committee on Finance.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

CITY COLLECTOR'S OFFICE,
January 28, 1907.

To the Hon. Edward F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,
City Collector.

St. Joseph Society, 431 North Western avenue.

St. Michael Society, 14 Will street.

Bright Star Association, 35th street and Archer avenue.

Atlas Concertina Circle Singing Society, 3000 Union avenue.

El Di Ploma Society, 444 West Taylor street.

St. Ludmila, No. 240, W. C. O. F., 23d and Sawyer avenue.

Schlesischer Kranken Unterst. Verein, 257 North Clark street.

Court Germania, T. B. H., 701-7 East Belmont avenue.

Plattdeutsche Gilde Verein, 705 East Belmont avenue.

United South Side Lodges, O. M. P. 3143 South State street.

Hanoveraner and Bramschweiger Verein, 501 West North avenue.

South Chicago Magior Society, 8400 Buffalo avenue.

Bakery, C. P., and Yeast Drivers' Union, No. 734, I. B. of T., Wabash and Peck court.

Tevynes Myletoju Society, No. 1, 1800 West 48th street.

Polish Hunting Society, 1800 West 48th street.

Vermont Social and Benevolent Society, Green and Harrison streets.

Rheinisher Verein, North avenue and Halsted street.

Servian Church Society, 9601 Ewing avenue.

Uniform Rank, No. 9, K. O. T. M., 10459 Avenue M.

Tow. Przemyslowcowz Mlodzcankowa Society, 402 West Superior street.

Humboldt Park Unterstutzen Verein, 862 West Division street.

Hungarian Musical Verein, 842 Clybourn avenue.

Treue Bruder Lodge, No. 325, 714 Blue Island avenue.

Sloboda Society, 585 South Centre avenue.

Izabel Frauen Verein, 800 South Ashland avenue.

St. Anna Society, 800 South Ashland avenue.

North West Athletic and Outing Association, North avenue and Spaulding.

Przemi Chan Society, 4843 Centre avenue.

Town of Lake Grocery and Meat Dealers' Association, 1858 West 48th street.

Chicago Furniture Dealers' Association, 876 Milwaukee avenue.

Platt. Gilde, No. 28, 1400 Clybourn avenue.

Knights and Ladies of Security Benevolent Association, 551 North Clark street.

Luxemberger Schwesterbund, 1213 Lincoln avenue.

Brage Lodge, No. 2, I. O. V., 257 North Clark street.

Sioux Indian Society, 1259 South 42d avenue.

Plzensky Sokol Society, 823 South Ashland avenue.

National Athletic Association, 588 West 18th street.

National Athletic Association, 590 West 18th street.

Jupiter Benevolent Association, 1351 Diversey boulevard.

Crown of Poland Society, 32-4 Emma street.

American Home Circle, Devon and Evanston avenues.

Illinois Sick Benefit Society, 47th and Winchester avenue.

Dramatic Circle Men's Choir, 876 Milwaukee avenue.

Walkyrie Ladies' Society, 3700 Wentworth avenue.

Bohemian Slavonian Order, 400 West 18th street.

Evening Star Musical Society, 69th and Ashland avenue.

Company 8, P. K., 8337 Ontario avenue.

Magnet's Association, 1116 South Kedzie avenue.

Sokol Chicago O. O., 1116 South Kedzie avenue.

Plattdeutsche Gilde Humbold, No. 12, 2503 Kensington avenue.

Sud Seite Schwabischer Verein, 5259 Ashland avenue.

Plattdeutsche Gild Uhland, No. 17, 5259 Ashland avenue.

Original Fame Athletic Club, 262 Blue Island avenue.

Court Stockholm, F. of A., 456-8 31st street.

Catholic Order of Foresters, 2503 Kensington avenue .

Gambrinus Council, No. 25, Chicago Fraternal League, 939 North Robey street.

Kalina Singing Society, 3310 South Morgan street.

St. Jana Kantego, 3310 South Morgan street.

Manasseh Society, 15th and Wabash avenue.

Rad Karell Havlicek, No. 87, C. S. P. S., 400 West 18th street.

Telocvicna Jednota Sokol Praha, 4758 Honore street.

Peoria Star Benevolent Association, 235 Milwaukee avenue.

Fecht Club, No. 1, 3421 South Halsted street.

St. John Benefit Society, 3421 South Halsted street.

Holy Trinity Singing Society, 1110 Robey street.

The United Servian Society, 1110 North Robey street.

Twelfth Ward Branch Socialist, 520 26th street.

Verhovey Sick and Benevolent Society, 1485 East 93d street.

Court New Columbia, No. 3304, I. O. F., North avenue and Halsted street.

Singing Society Bjougvau, 876 North Artesian avenue.

Diamond Singing Society, 213 East Fullerton avenue.

Lithuanian Brother Society, 876 Milwaukee avenue.

Weeping Willow Hunting Association, 43d and State street.

Chor T. J. Paderewski, 494 Noble street.

Linden Lodge, No. 1,458, K. and L. of H., 465 West Belmont avenue.

St. Bernard Society, 100 West Blackhawk street.

Edgewater Legion, No. 16, Select Knights of America, 3345 Clark street.

Augusta Lodge, No. 56, O. of M. P., 673 Larrabee street.

Socialist Singing Society, 695 Irving Park boulevard.

Chicago Newspaper Employees, Taylor and Centre avenue.

Garden City Lodge, No. 40, A. O. U. W., 447 West Taylor street.

St. Eugene Ladies' Society, 32-4 Emma street.

Bohemian Turner Cechie, 32-4 Emma street.

Polish Turners, No. 2, Noble and Emma streets.

Fifth Ward Taxpayers' Mutual Aid Association, 35th and Indiana avenue.

Gegenseitiger Unter. Verein "Germania," North avenue and Larrabee street.

Kranken Unterstitzungs Verein, 5324 South State street.

Chicago Poultry Show Association, 16th and Dearborn street.

Central Verbauder D. M. Verein of Chicago, 162 North Clark street.

Plattdeutsche Gilde, No. 38, 876 Milwaukee avenue.

Plattdeutsche Gilde, No. 45, Ekonstamm, 1148 West 63d street.

Society Harmony, 519 Larrabee street.

Employees Ind. Brewery Benevolent Association, 576 Larrabee street.

Koerner Lodge, No. 54, O. M. P., North avenue and Sedgwick street.

West Garfield Frauen Verein, 1168 West 12th street.

Butcher and Grocer Clerks' Association, Diversey and Sheffield avenue.

Socialist Saengerbund, 162 North Clark street.

St. Joseph Society, Diversey and Sheffield avenue.

Luxemberger Musical Band, 1213 Lincoln avenue.

Harmony Social and Benevolent Club, 519 Larrabee street.

Sbor Podlipska Society, No. 21, 990 West 19th street.

Cong. Bnei Moshe, 686 West Taylor street.

Teutonia Sick Benefit Society, 1643 35th street.

The Two Three Benevolent Association, 934 12th street.

Eleventh Ward Democratic Organization, 821-3 South Ashland avenue.

Sleipner Athletic Association, 862 West Division street.

Chicago Mailers' Union, No. 2, 50 Throop street.

The White City Flying and Aid Association, 519 Larrabee street.

North West Beneficial Club, 501 West North avenue.

Podporujici Spolek Ratolest, 400 West 18th street.

Douglas Lodge, No. 751, K. and L. of H., 3143 State street.

Ladies' Singing Society "Illinois," 501 West North avenue.

Narcissis Athletic and Aid Association, 262 Blue Island avenue.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented the following communication from the Commissioner of Public Works, which was referred to the Committee on Streets and Alleys, South Division:

DEPARTMENT OF PUBLIC WORKS,
January 28, 1907.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In compliance with the order of your Honorable Body I beg to advise you that this department is unable to find any authority for the maintenance and operation of a switch track across Indiana avenue south of 130th street, by the Illinois Central Railroad Company. The atlas in the Bureau of Maps shows Indiana avenue, from 130th street south to 134th street, as a street, but there is no record of its dedication to the city.

Very truly yours,
WM. L. O'CONNELL,
Commissioner.

ALSO,

The following communication, which was placed on file:

DEPARTMENT OF PUBLIC WORKS,
January 28, 1907.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—Referring to the order of your Honorable Body of January 7, 1907, to report by what authority private enterprises are permitted to occupy that portion of Wallace street between 55th and 56th streets, I beg to state that the west thirty-three (33) feet of what should be Wallace street is lot A, Gardner's 55th Street Addition in N. W. ¼ of Section 16-38-14. The records of the Bureau of Maps and Plats show that this piece of land has never been dedicated for street purposes, and that the same is used by the Commonwealth Electric Company.

Very truly yours,
WM. L. O'CONNELL,
Commissioner.

ALSO,

The following communication and opinion:

DEPARTMENT OF PUBLIC WORKS,
January 23, 1907.

To the Honorable, the Mayor and the City Council:

GENTLEMEN—In accordance with an order passed by your Honorable Body I notified the Illinois Central Railroad Company to place a watchman at its crossing at 121st street. Said Company failing to comply with the notice I requested an opinion from the Law Department as to what action should be taken to enforce the order against said Company. This opinion states that the railroad company cannot be compelled to place watchmen outside the limits east of the west line of Western avenue, or north of the south line of 39th street as provided in Section 1991 of the Municipal Code, unless an ordinance is passed, designating at what crossings flagmen or watchmen must be stationed, or enlarging the territory within which at all crossings they must be placed and maintained. Opinion attached.

Very truly yours,
WM. L. O'CONNELL,
Commissioner.

OFFICE OF THE CORPORATION COUNSEL,
January 21, 1907.

Hon. William L. O'Connell, Commissioner of Public Works:

DEAR SIR—Your recent communication to this department in which you state that in compliance with orders passed by the City Council you have given notice to the Illinois Central Railroad Company to place watchmen at various crossings, and particularly at the crossing at Michigan avenue and 121st street, and that the company pays no attention to these notices, and requesting instruction as to the proper course to be pursued in the matter, has been referred to me.

I do not find in any of the ordinances granted to the company any provisions requiring the placing of watchmen or flagmen at street crossings within the city. Section 1991 of Municipal Code provides that:

> "Every person or corporation owning or operating a steam railroad whose track or tracks cross or intersect at the street level any of the streets in the city, east of the west line of Western avenue, or north of the south line of 39th street, and also at all crossings of street or horse railways shall station, keep and maintain at all times at their own expense, at each and every such street and railroad crossings, a flagman, whose duty it shall be to signal persons traveling in the direction of any or either of the crossings and warn them of the approach of any locomotive engine, or any impending danger."

Unless the company's tracks are crossed at 121st street by street car tracks, this section is not applicable.

It seems that all that the Council has done in the matter is to pass orders directing you to have the railroad company station watchmen or flagmen at certain crossings.

The result sought cannot be accomplished by a Council order in the absence of an ordinance that shall require the company to place flagmen or watchmen at designated crossings, or that shall enlarge the territory within which they must be stationed and maintained.

It is for the Council to determine that a necessity for stationing a watchman at a certain crossing actually exists—discretion and judgment are to be exercised, and they become effective only when embodied in some act of legislation. An ordinance is the proper medium by which the legislative will of the Council can be expressed.

An order is the medium through which a municipal act is sought to be enforced. It is not legislation.

Our Supreme Court, in C. & N. P. R. R. Co. v. City of Chicago, 174 Ill., 485, says:

"A resolution or order is not a law, but merely the form in which the legislative body expresses an opinion. An ordinance prescribes a permanent rule of conduct or government, while a resolution is of a special and temporary character. Acts of legislation by a municipal corporation, which are to have continuing force and effect, must be embodied in ordinances, while mere ministerial acts may be in the form of resolutions or orders."

I am, therefore, of opinion that until an ordinance is passed, designating at what crossings flagmen or watchmen must be stationed, or enlarging the territory within which at all crossings they must be placed and maintained, you cannot compel the company to place watchmen at crossings outside the limits established by Section 1991 of the Municipal Code.

Very respectfully,

W. W. De Armond,

Assistant Corporation Counsel.

Approved:

Wm. D. Barge,

Assistant Corporation Counsel.

Ald. Moynihan moved to refer the communication and opinion to the Committee on Judiciary with instructions to report an ordinance in accordance with the opinion.

The motion prevailed.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted a list of assessment rolls filed in the County Court January 25, 1907,

Which was placed on file.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance, having had under consideration a communication from the Commissioner of Health for an appropriation for visiting nurses, submitted a report recommending the passage of an accompanying ordinance.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—Brennan—1.

The following is the order as passed:

Be it ordained by the City Council of the City of Chicago:

Section 1. That there be and is hereby appropriated as an emergency appropriation for the Department of Health the sum of twenty-five hundred dollars ($2,500.00), same to be expended under the direction of the Commissioner of Health for the purpose of a staff of visiting nurses to supplement the work of medical inspectors in the prevention of contagious diseases, said nurses to be paid at not to exceed sixty dollars ($60.00) per month with one supervisor of same at not to exceed seventy-five dollars ($75.00) per month, and the

Comptroller is directed to honor vouchers of the department for same.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

ALSO,

The same committee, having had under consideration a communication from the City Comptroller for additional "petty cash" sums for certain departments, submitted a report recommending the passage of an accompanying order.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to draw warrants on the City Treasurer for the purpose of providing one thousand dollars ($1,000.00) additional to the petty cash heretofore authorized for the Business Agent, and also for provision of a petty cash fund for the Secretary of the Charter Convention, in the amount of three hundred dollars ($300.00), said petty cash items to be handled in the manner and form provided in an order heretofore passed making provision for other funds of the same nature and shown at page 2526 of the Council Proceedings of January 7th, 1907.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred sundry claims for refund of 90% of special assessments, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers to the following named persons, in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment, and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund. upon identification and proper power of attorney from claimants.

Warrant		
14872	Mrs. H. M. B. Harlow..	$ 84.52
16976	Sam Brown, Jr.....	28.64
16978	Endeavor Church	112.50
17980	Mrs. Deborah S. Dunscombe	16.01
19323	B. F. Jacobs.....	33.75
21137	Charles Vesely.....	6.25
21137	M. D. Hoge.....	124.50
21137	E. A. Batchelder.....	18.37
12699	E. F. Brown.....	35.37
16970	John Kreutzer.....	18.45
17208	F. L. Salisbury.....	27.78
17292	William P. Fitzpatrick..	58.50
17976	Kuhn Brothers & Spangler	23.85
17980	Charles A. Peterson.....	16.01
18344	Charles H. Winchester..	9.84

18344	William M. Manley	30.75
18344	Aaron Palmer	10.25
18344	J. L. Beach	10.25
18344	F. E. Malley	10.25
18779	M. Lassig	4.50
19365	Louis Lutz	3.15
20439	John J. O'Brien	5.70
20469	W. Baldwin	9.31
20761	W. Baldwin	6.36
21244	D. J. Hubbard	5.62
21245	Mrs. B. Ring	53.50
21283	Alex McDonald	17.35
21283	C. Rasmussen	8.67
21283	Ole Knudson	8.67
22052	H. D. Thomas	16.46
22947	Fred M. Blount, Trustee	39.64
23044	James R. Duff	20.44
23103	John Colvin	14.70
23116	Carl L. Hambleton	8.35
23116	J. C. Wilmarth	16.01
23116	Douglas Park Building Association	8.01
23116	William M. Lawrence	24.02
23235	J. M. Henderson	8.92
24889	Mrs. M. Phelps	58.12
24891	H. R. Johnson	18.76
24890	Edw. Speiter	19.49
24891	Charles J. Davis	19.54
25082	H. P. Wolf	13.19
30899	Antonia W. Rudnick	7.38
31123	Koch & Co	75.92
18745	F. Pepping	10.80
20761	Nellie Fitzgerald	11.93
20494	Oscar T. Windchy	6.13
20494	O. A. Thomander	6.13
23235	Nettie M. Lukens	8.92
20569	H. Bartel	19.60

SECTION 2. This ordinance shall be in force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of John Dawson for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow John Dawson the sum of nine dollars ($9.00), being pay for two days' work in the Water Pipe Extension Division and use of team, in accordance with his recommendation of January 17th, 1907, attached hereto, and the Comptroller is ordered to pay the same from the Water Fund.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Southwest Improvement Association, for refund of deposit, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to refund to the Southwest Improvement Association the deposit of ten dollars ($10.00) made by said association for hydrant key, the voucher for said deposit not to be issued until the said association gives a bond to save the City harmless by reason of the refund of said deposit without the return of certificate of deposit No. 2073, which they claim has been lost.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the

following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works regarding contract for sub-structure of the North avenue bridge, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized, in accordance with the recommendation of the City Bridge Engineer, dated January 10th, 1907, and attached hereto, to release Jackson & Corbett Company from that part of their contract for the building of the sub-structure of the North avenue bridge of a portion of the south curb wall on the east approach, the adjacent sidewalk and the filling and paving of the east approach, it being impossible to complete said work because of the roadway and street car tracks leading to the temporary bridge, and the maintenance of street car traffic requiring that the temporary bridge be used until new bridge is completed.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from the Commissioner of Public Works in regard to coal contracts, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to pay the 15% reserves held on contracts with the Miami Coal Company for coal delivered to the stations named, the city having exercised its right for an extension of said contracts for a period of ninety days.

Norwood Park Pumping Station, tion, reserve	$ 57.22
Washington Heights Pumping Station, reserve	472.49
Sixty-eighth Street Pumping Station, reserve	6,702.67
Kensington Pumping Station, reserve	150.74

This action is taken in accordance with the recommendation of the Commissioner of Public Works, dated January 24th, 1907, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in regard to special castings, valves and hydrants, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to advertise for such pipes, special castings, valves and hydrants required for extension of water mains during the year 1907, no contracts for such material to be let until the bids received therefor have been submitted to the Finance Committee.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Health asking for extra help, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Health be and he is hereby authorized to employ one additional rendering plant inspector pending the passage of the appropriation bill for 1907, at a salary not to exceed one hundred dollars ($100.00) per month, and the Comptroller is ordered to pay the salary of same.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of R. O'S. Burke for wages during suspension, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed, in accordance with his recommendation of January 17th, 1907, to allow salary of Ricard O'S. Burke from September 20th, to October 19th, 1905, which was deducted during suspension pending trial before the Civil Service Commission, and the Comptroller is ordered to pay the same.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Hugh Daly and John Hafer for compensation for damage to property on account of the removal of viaduct, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgment of fifteen hundred dollars ($1,500.00) to be taken against the city, in a suit against the city in the Superior Court of Cook County, brought by Hugh Daly and John Hafer to recover damages to property known as 557-559-561-563 Thirty-fifth street, caused by the removal of the Thirty-fifth street viaduct.

This action is taken in accordance with the recommendation of the Corporation Counsel, dated January 25th, 1907, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in re reserves on coal contracts, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of

Public Works be and he is hereby authorized to issue vouchers to the Bickett Coal Comapny in the following sums; being reserves held by the city under the contracts with the said Bickett Coal Company for coal for the pumping stations named, the city having availed itself of the provision for an extension of said contracts for ninety days.

Springfield Avenue Pumping Station $2,002.89
Central Park Pumping Station. 2,067.06

and the Comptroller is ordered to pay the said vouchers from the funds so reserved.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred request of the Bickett Coal Company in re reductions on coal contract payments, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to refrain from making deductions from the following named coal companies for the excess ash in the coal contracts for coal at the named stations, in accordance with his recommendation dated January 28th, 1907, and attached hereto:

Bickett Coal Company, Springfield Avenue Station.....$830.46
Bickett Coal Company, Central Park Avenue Station..... 866.82
Edgewater Coal Company, Lake View Pumping Station..... 370.05
Miami Coal Company, Chicago Avenue Pumping Station..... 151.91
Miami Coal Company, Norwood Park Pumping Station..... 3.05

and the Comptroller is ordered to pay vouchers for or including the said amounts when properly approved by the Department of Public Works.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred claim of A. J. Schmid for rent (adverse recommendation of the Corporation Counsel attached); and a communication from Scherzer Rolling Lift Bridge Company in regard to State street bridge, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LICENSE.

The Committee on License submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, January 25, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on License, to whom was referred an ordinance amending the Revised Municipal Code in re slaughtering and rendering, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE

Amending Section 2189 of the Revised Code of Chicago of 1905 with reference to soap factories.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2189 of the Revised Municipal Code of Chicago of

1905 with reference to soap factories be and the same is hereby amended as follows, to-wit:

"2189. Fee—Notice of Change of Location—Condition] — Upon compliance with the foregoing section and the payment to the City Collector of an annual license fee of one hundred and fifty dollars, any such applicant shall be entitled to a license to carry on said business. If any change is made in the location of the place of business covered by any license issued hereunder, notice thereof shall be given to the City Collector.

No license shall be issued to any person who is now indebted to the City of Chicago in any sums whatever by reason of the non-payment of license fee or fees as provided in any and all ordinances heretofore passed by the City Council of the City of Chicago governing the manufacture of soap.

This ordinance shall in nowise apply to or affect the amount of the license fee or fees provided for in Section 1210 of the Revised Municipal Code of Chicago of 1905, relating to slaughtering and rendering."

SECTION 2. This ordinance shall be in froce and effect from and after its passage, and shall be applicable to any license issued for the said purposes covering the period from the first day of May, 1907, to the thirtieth day of April, 1908.

W. P. DUNN,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance amending the Revised Code of 1905 concerning amusement tickets and ticket brokers, submitted a report recommending that the same be placed on file.

Ald. Dunn moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance vacating an alley in Eberhart & Wilbur's Subdivision, Block 3, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the 16-foot alley, running east and west and lying north of Lot 6 and south of Lots 1, 2, 3, 4 and 5, all in Block 3, in Eberhart and Wilbur's subdivision of Block 25, in the Canal Trustee's subdivision of Section 7, Township 39 North, Range 14, East of the Third Principal Meridian, situated in the City of Chicago, in the County of Cook and in the State of Illinois, and being the alley shown on the plat hereto attached and marked "To be vacated"—be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect, nor the vacation herein provided for become effective until the sum of four hundred seventy-two and twenty-six one-hundredths ($472.26) dollars shall have been paid into the treasury of the City of Chicago by Crofts & Reed, and provided further that said sum shall be paid within thirty days after the passage of this ordinance and that a plat showing said vacated alley shall be filed in the office of the Recorder of Deeds of Cook County by said Crofts and Reed within thirty days after the passage of this or-

dinance, otherwise this ordinance shall be null and void and of no effect.

SECTION 2. This ordinance shall be in force and take effect from and after its passage.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, January 28, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance vacating parkway in Superior street, between Central avenue and Pine avenue, having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

AN ORDINANCE

Vacating a Twenty-foot Parkway in Superior Street, Between Central Avenue and Pine Avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the twenty-foot parkway in the center of Superior street, between Central avenue and Pine avenue, be and the same is hereby vacated as a parkway and that the same be and is hereby opened up as a public street.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

A. J. HARRIS,
Acting Chairman.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 24, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance repealing an ordinance for opening of West court, from Briar place to Belmont avenue, having had the same under consideration, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the opening of West court, from Briar place to Belmont avenue, in the City of Chicago, County of Cook and State of Illinois," passed September 24, 1906, be and the same is hereby repealed; that the assessment made under the provisions of said ordinance in Case General Number 275,407, in the Circuit Court of Cook County, Illinois, entitled "City of Chicago vs. David G. Brauckmann et al.," be and the same is hereby annulled, and that the Corporation Counsel be and he is hereby directed to dismiss said above mentioned proceeding in said Circuit Court.

SECTION 2. This ordinance shall be in force from and after its passage.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 24, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an order directing the Commissioner of Public Works to remove obstructions in West Ravenswood Park avenue, from Lawrence avenue to Argyle street, having had the same under advisement, beg

leave to report and recommend that the order be passed:

WHEREAS, West Ravenswood Park avenue, from Lawrence avenue to Argyle street, is now and has been for a period of thirty years past a public street by usage (or common law dedication); and,

WHEREAS, A board sidewalk was laid on the west side of said street some years ago; and,

WHEREAS, The City of Lake View prior to the annexation of said territory to the City of Chicago caused a six-inch water main to be laid in said street; and,

WHEREAS, The said street is now partly obstructed by clay and soil removed from the Lawrence avenue tunnel and by a switch track running in a southwesterly course across said street from the right of way of the Chicago and North-Western Railway (Milwaukee Division); therefore, be it

Ordered, That the Commissioner of Public Works be and he is hereby directed to cause the removal at once of all such obstructions except the switch track above referred to; and be it further

Ordered, That he shall also cause the removal of such switch track immediately on the completion of the Lawrence Avenue tunnel.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 24, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred a recommendation, estimate and ordinance for a system of brick and tile pipe sewers in West Addison street, from the North Branch of the Chicago River to North Robey street, etc., etc., having had the same under advisement, beg leave to report and recommend that the same be passed:

RECOMMENDATION, ESTIMATE AND ORDINANCE.

RECOMMENDATION BY BOARD OF LOCAL IMPROVEMENTS.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

We submit herewith an ordinance for the construction of a system of brick and tile pipe sewers, concrete bulkhead, manholes and catch-basins, all necessary house and catch-basin slants and street connections, and reconnecting existing sewers, catch-basins and house drains, as follows:

In West Addison street, from the North Branch of the Chicago River to North Robey street; in Montrose avenue, from North Western avenue to North Robey street; in North Western avenue, from Roscoe street to Byron street; in Belmont avenue, from North Robey street to Sheffield avenue; in Racine avenue, from Belmont avenue to Wellington street; in Racine avenue, from Diversey boulevard to Wolfram street, and in Wolfram street, from Racine avenue to North Halsted street, together with an estimate of the cost of said improvement, and recommend the passage of said ordinance, and the making of the improvement contemplated therein.

Respectfully submitted,

CYRIL R. JANDUS,
JOHN F. FINERTY,
N. H. BUDZBAN,
JOHN A. MAY,

Board of Local Improvements of the City of Chicago.

Dated, Chicago, January 21st, A. D. 1907.

ESTIMATE OF ENGINEER.

To the Board of Local Improvements of the City of Chicago, and to the Mayor and Aldermen of the City of Chicago

in City Council Assembled:

The Board of Local Improvements of the City of Chicago having adopted a resolution for the construction of a system of brick and tile pipe sewers, concrete bulkhead, manholes and catch-basins, all necessary house and catch-basin slants and street connections, and reconnecting existing sewers, catch-basins and house drains, as follows:

In West Addison street, from the North Branch of the Chicago River to North Robey street; in Montrose avenue, from North Western avenue to North Robey street; in North Western avenue, from Roscoe street to Byron street; in Belmont avenue, from North Robey street to Sheffield avenue; in Racine avenue, from Belmont avenue to Wellington street; in Racine avenue, from Diversey boulevard to Wolfram street, and in Wolfram street, from Racine avenue to North Halsted street, and presented to the City Council of the City of Chicago a recommendation that such local improvement be made.

I herewith submit an estimate of the cost of the construction of such improvement, including labor, materials and other expenses attending the same as provided by law, viz.:

4765 feet 6-foot brick sewer, at $9.00	$42,885.00
5315 feet 5½-foot brick sewer, at $11.50	61,122.50
2660 feet 5-foot brick sewer, at $11.00	29,260.00
2995 feet 3½-foot brick sewer, at $9.00	26,955.00
1330 feet 3-foot brick sewer, at $8.50	11,305.00
1330 feet 3-foot brick sewer, at $8.00	10,640.00
2655 feet 2-foot brick sewer, at $4.00	10,620.00
675 feet 15-inch tile pipe sewer, at $1.70	1,147.50
Including all necessary house and catch basin slants and street connections, and reconnecting existing sewers, catch basins and house drains	
130 Manholes complete, at $28.00	3,640.00
44 Catch basins and connections complete, at $40.00	1,760.00
Concrete bulkhead at outfall	665.00
Total	$200,000.00

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of the above proposed improvement.

C. D. Hill,

Engineer of the Board of Local Improvements.

Dated, Chicago, January 21st, A. D. 1907.

AN ORDINANCE

For a system of brick and tile pipe sewers, concrete bulkhead, manholes and catch-basins, all necessary house and catch-basin slants and street connections and reconnecting existing sewers, catch-basins and house drains, as follows: In West Addison street, from the North Branch of the Chicago River to North Western avenue, and thence in Addison street to North Robey street; in Montrose avenue, from North Western avenue to North Robey street; in North Western avenue, from Roscoe street to Byron street; in Belmont avenue, from North Robey street to Sheffield avenue; in Racine avenue, from Belmont avenue to Wellington street; in Racine avenue, from Diversey boulevard to Wolfram street, and in Wolfram street, from Racine avenue to North Halsted street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

Section 1. That a local improvement shall be made within the City of Chicago, in said county and state, the nature, character, locality and description of

which local improvement is as follows, to-wit:

A brick sewer shall be constructed as follows: In West Addison street, from the North Branch of the Chicago River, along the east and west quarter section line of Section 24, Township 40 North, Range 13 East of the Third Principal Meridian, to the center line of North Western avenue, and shall extend thence in Addison street along the east and west quarter section line of Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, to and be connected with the main sewer in North Robey street, extending from Lawrence avenue to Belmont avenue.

Said sewer shall be cylindrical in shape, shall be six feet internal diameter and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at the easterly line of the North Branch of the Chicago River shall be one foot below the plane of low water in Lake Michigan of A. D. 1847, as established by the Trustees of the Illinois and Michigan Canal, and adopted by the late Board of Drainage Commisioners, and by the late Board of Public Works of the City of Chicago and now represented by the ordinance of July 11th, A. D. 1898, relating to the corrected elevation of the Old Lind Block bench mark, which determines the base or datum for city levels, hereinafter referred to as Chicago City datum, and thence shall rise at the rate of eight one-hundredths per centum to its connection with the main sewer in North Robey street.

A brick sewer shall be constructed in Montrose avenue, along the east and west quarter section line of Section 18, Town 40 North, Range 14 East of the Third Principal Meridian, from and connecting with the 6-foot sewer at North Western avenue to and connected with the aforesaid main sewer in North Robey street.

Said sewer shall be cylindrical in shape, shall be five and one-half feet internal diameter, and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the sewer at North Western avenue shall be three feet above Chicago City datum and thence shall rise at the rate of eight one-hundredths per centum to its connection with the sewer in North Robey street.

A brick sewer shall be constructed in North Western avenue, along the section line between Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, and Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, from and connecting with the sewer in West Addison street, hereinbefore provided for, to and connected with the present brick sewer in North Western avenue at the center line of Roscoe street produced from the east.

Said sewer shall be cylindrical in shape, shall be two feet internal diameter and shall be constructed of sewer brick laid edgewise with a double ring invert and a single ring arch.

The grade of the bottom of the inside of said sewer at its connnection with the said sewer in West Addison street shall be one and two-tenths feet above Chicago City datum, and thence shall rise at the rate of twelve one-hundredths per centum to its connection with the sewer in North Western avenue at the ecnter line of Roscoe street produced from the east.

A brick and tile pipe sewer shall be constructed in North Western avenue along the section line between Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, and Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, from and connecting with the sewer in West Addison street, hereinbefore provided for, to and connected with the present sewer in North Western avenue at a point 30 feet south of the north line of West Byron street produced from the west.

Said sewer shall be cylindrical in shape, shall be two feet internal diameter and shall be constructed of sewer brick laid edgewise with a double ring invert and a single ring arch, from its connection with the said sewer in West Addison street to the center line of West Grace street produced from the west; and thence to its connection with the present sewer in North Western avenue at a point 30 feet south of the north line of West Byron street, produced from the west, said sewer shall be constructed with tile pipe of fifteen inches internal diameter.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in West Addison street shall be one and two-tenths feet above Chicago City datum and thence shall rise at the rate of twelve one-hundredths per centum to the center line of West Grace street produced from the west, and thence shall rise at the rate of twenty-four one-hundredths per centum to its connection with the present sewer in North Western avenue at a point 30 feet south of the north line of West Byron street produced from the west.

A brick sewer shall bec onstructed in Belmont avenue along the section line between Sections 19 and 30 and along the section line between Sections 20 and 29, all in Town 40 North, Range 14 East of the Third Principal Meridian, from and connecting with the six-foot sewer in Belmont avenue at North Robey street to and connected with the two and one-half foot sewer in Sheffield avenue.

Said sewer shall be cylindrical in shape and shall be constructed with a double ring of sewer brick laid edgewise.

The internal diameter of said sewer shall be five and one-half feet from its connection with the present sewer in Belmont avenue at North Robey street to the center line of North Ashland avenue, thence five feet to the center line of Racine avenue, and thence three feet for the remainder of its length.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in Belmont avenue at North Robey street shall be two and five-tenths feet above Chicago City datum and thence shall rise at the rate of six one-hundredths per centum to the center line of Racine avenue, and thence shall rise at the rate of twenty one-hundredths (20/100) per centum to its connection with the sewer in Sheffield avenue.

A brick sewer shall be constructed in Racine avenue along the north and south quarter section line of Section 29, Town 40 North, Range 14 East of the Third Principal Meridian, from and connecting with the sewer in Belmont avenue, hereinbefore provided for, to and connected with the present sewer in Racine avenue at the center line of Wellington street.

Said sewer shall be cylindrical in shape, shall be three feet internal diameter, and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in Belmont avenue shall be five and sixty-nine one-hundredths (5.69) feet above Chicago City datum, and thence shall rise at the rate of ten one-hundredths (10/100) per centum to its connection with the present sewer in Racine avenue at the center line of Wellington street.

A brick sewer shall be constructed in Racine avenue, from and connecting with the east end of the present four-foot sewer in Diversey boulevard, west of the center line of Racine avenue, and extending along a curve of thirty-three (33) feet radius to the intersection of the center line of Racine avenue with the north line of Diversey boulevard, thence north along the center line of Racine avenue to and connected with the present sewer in Racine avenue at the center line of Wolfram street.

Said sewer shall be cylindrical in shape, shall be three and one-half feet internal diameter and shall be con-

structed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in Diversey boulevard shall be five feet above Chicago City datum, and thence shall rise at the rate of ten one-hundredths per centum to its connection with the sewer in Racine avenue at the center line of Wolfram street.

A brick sewer shall be constructed in Wolfram street, from and connecting with the sewer in Racine avenue, hereinbefore provided for, 33 feet south of the center line of Wolfram street, and extending northeasterly along a curve of thirty-three feet radius to the center line of Wolfram street, and thence along the center line of Wolfram street to and connected with the sewer in North Halsted street.

Said sewer shall be cylindrical in shape, shall be three and one-half feet internal diameter and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the sewer in Racine avenue, hereinbefore provided for, shall be five and five-tenths feet above Chicago City datum, and thence shall rise at the rate of ten one-hundredths per centum to its terminus.

The outfall of said sewer in West Addison street, at the river, shall be strengthened by a bulkhead, constructed of concrete, which shall be eleven feet wide, ten feet six inches high, six feet thick at the bottom and three feet thick at the top, and shall be built upon a foundation consisting of two layers of oak plank three inches in thickness placed croswise; said plank foundation shall be eleven feet long and six feet wide and the top of the same shall be two feet six inches below Chicago City datum. There shall be an opening through the bukhead six feet in diameter which shall conform to the interior space of the sewer. The concrete for said bulkhead shall be composed of one part of the best quality of Portland cement, three parts of torpedo sand and six parts of the best quality of broken limestone crushed to a size that will pass through a ring of one and one-half inches internal diameter, and thoroughly mixed together wth sufficient water to form a plastic mass.

One hundred thirty manholes shall be built upon said sewers and located at necessary points; said manholes shall be cylindrical in shape and shall have an internal diameter of three feet, and where the sewers upon which said manholes are built are of two feet internal diameter or less said manholes shall be constructed on a foundation of three courses of sewer brick; the walls of said manholes shall be eight inches thick and shall be constructed with sewer brick. The top of said manholes shall narrow to two feet internal diameter, being drawn in by means of twelve header courses, the diameter being decreased one inch for each course.

Forty-four catch-basins shall be constructed and connected and trapped with said sewers and located at necessary points along the curb lines of said streets. Each of said catch-basins shall be seven feet two inches deep measuring from the top of the brick work, and shall have an internal diameter of four feet. The walls of said catch-basins shall be eight inches thick, shall be constructed with sewer brick, and shall be built upon a floor of pine plank two inches in thickness; the top of said catch-basins shall decrease to two feet internal diameter, being drawn in by means of eight header courses, the diameter being decreased three inches for each course.

An inlet nine inches in diameter shall be made in the side of each of said catch-basins to receive the water from the ditches, where streets have not been paved. Each of said catch-basins shall be connected with the sewer with tile

pipe of nine inches internal diameter and shall be trapped with a half-trap also of tile pipe of nine inches internal diameter. The connection with the sewer where said sewer is of brick shall be made in such a manner that the top of the nine-inch pipe shall be at the elevation of the center of said sewer, and the connection with the sewer where said sewer is of tile pipe shall be made by means of a fifteen inches by nine inches "Y" branch. The said trap in each of said catch-basins shall be set so that the elevation of the bottom of the inside of the same shall be three feet six inches above the floor of the catch-basin.

Each of said manholes and catch-basins shall be provided with a cast-iron cover with a tight lid, each of which covers shall weigh four hundred and seventy pounds, and shall be of the same size and pattern as those used by the City of Chicago on new sewers in the year 1902. The top of each of said covers shall be at the elevation of the adjacent surface of the street.

One house connection slant of tile pipe of six inches internal diameter shall be placed in each side of each of said sewers opposite each lot, piece and parcel of land abutting upon said above specified streets between said points the width of which does not exceed thirty-two feet, and one house connection slant of tile pipe of six inches internal diameter shall be placed in each side of each of said sewers opposite each twenty-five feet of frontage, for each lot, piece and parcel of land the frontage of which on said above specified streets between said points exceeds thirty-two feet. Each of said house connection slants shall be placed in said sewers in such a manner that the elevation of the top of the outside of the slant shall coincide with the elevation of the center of the sewer in which the same is placed.

All sewers now existing and which are intersected by the sewers provided for by this ordinance, and all house drains and catch-basin connections now existing and which are intersected by the sewers provided for by this ordinance, shall be properly connected with said new sewers; said connections where the existing sewers are of brick shall be made with sewer brick, and said connections where the existing sewers are of tile pipe, and also all house drains and catch-basin connections above referred to, shall be made with tile pipe of the same internal diameter as that used in said existing sewers, house drains and catch-basin connections. At each intersecting or abutting street where there is no intersecting sewer one street connecting slant of tile pipe of fifteen inches internal diameter shall be placed in each side of each of said sewers.

The existing brick sewer in Addison street, between North Robey street and North Leavitt street; also the brick and tile pipe sewers in Montrose avenue, between North Western avenue and North Robey streets; also the tile pipe sewer in Belmont avenue, between North Robey street and Sheffield avenue; also the brick sewer in Racine avenue, between Belmont avenue and Wellington street; also the brick sewer in Racine avenue, between Diversey boulevard and Wolfram street, and also the tile pipe sewer in Wolfram street, between Racine avenue and North Halsted street, are all hereby condemned and the same shall be taken up.

All brick work and tile pipe used in the construction of the improvement hereinbefore described shall be laid in the best quality of natural hydraulic cement mortar.

The tile pipe to be used in the construction of the improvement described herein shall be smooth and sound, thoroughly burned, well glazed and free from lumps and other imperfections. The standard of thickness shall be for fifteen-inch pipe one and one-eighth inches, for twelve-inch pipe one inch, for nine-inch pipe seven-eighths of an inch, and for six-inch pipe three-fourths of an inch.

All of said above specified improvement shall be constructed in a workmanlike manner under the superintendence of the Board of Local Improvements of the said City of Chicago.

SECTION 2. That for purpose of the improvement aforesaid the following described territory within the City of Chicago, County of Cook and State of Illinois, is hereby created into and declared to be a drainage district, to-wit: Commencing on the southwest corner of North Clark street and Ainslie street and running west along the south line of Ainslie street to the east line of the first alley west of North Hermitage avenue, thence south along the east line of the first alley west of North Hermitage avenue to a point 603.92 feet north of the north line of Lawrence avenue, thence west along a line 603.92 feet north of and parallel with the north line of Lawrence avenue to a point 125 feet east of the east line of North Robey street, thence south along a line 125 feet east of and parallel with the east line of North Robey street to a point 227 feet north of the north line of Lawrence avenue, thence west along a line 227 feet north of and parallel with the north line of Lawrence avenue to the west line of the first alley west of North Robey street, thence north along the west line of said first alley west of North Robey street to the south line of Clay avenue, thence west along the south line of Clay avenue to a point 148.5 feet west of the west line of North Hoyne avenue, thence south along a line 148.5 feet west of and parallel with the west line of North Hoyne avenue to a point 124 feet north of the north line of Lawrence avenue, thence west along a line 124 feet north of and parallel with the north line of Lawrence avenue to the east line of North Leavitt street, thence south along the east line of North Leavitt street to a point 190.4 feet north of the north line of Cullom avenue; thence east along the south line of Lot 8 of Grant Park Addition, a subdivision of Lot 1 in Block 1 of W. B. Ogden's Subdivision of the S. W. ¼ of Section 18, Town 40 North, Range 14 East of the Third Principal Meridian, to the northwest corner of Lot 10 in Grant Park Addition aforesaid, thence southerly along the westerly lines of Lots 10 and 11 of Grant Park Addition aforesaid to the southwest corner of said Lot 11, thence east along the south line of said Lot 11 to a point 86.7 feet west of the westerly line of Lincoln avenue, thence southerly along the easterly line of the first alley east of North Leavitt street to the north line of Cullom avenue, thence southeasterly to a point on the south line of Cullom avenue 175 feet east of the east line of North Leavitt street, thence south along a line 175 feet east of and parallel with the east line of North Leavitt street to the southwest corner of Lot 133 of Rudolph and Brown's Subdivision of Lot 2 in Block 1 of W. B. Ogden's Subdivision aforesaid, thence northeasterly along the southeasterly line of said Lot 133 to the northwest corner of Lot 134 of Rudolph and Brown's Subdivision aforesaid, thence southeasterly along a line 125 feet southwesterly of and parallel with the southwesterly line of Lincoln avenue to the north line of Berteau avenue, thence southeasterly to a point on the south line of Berteau avenue 116.7 feet west of the westerly line of Lincoln avenue, thence south and southeasterly along the easterly line of the first alley westerly of Lincoln avenue to the south line of the first alley north of Warner avenue produced from the west, thence west along the south line of the first alley north of Warner avenue to the east line of North Leavitt street, thence south along the east line of North Leavitt street to a point 125 feet south of the south line of Irving Park boulevard, thence east along the north line of the first alley south of Irving Park boulevard to a point 140.24 feet east of the east line of North Leavitt street, thence south along the east line of the first alley east of North Leavitt

street, and along said line produced to the center line of Byron street, thence west along the center line of Byron street to the northeast corner of Block 11 of Executors of W. E. Jones Subdivision of (except the southwest quarter of northeast quarter and the southeast quarter of northwest quarter and the east one-half of southeast quarter) Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, thence west along the north line of Blocks 11 and 10 of Executors of W. E. Jones Subdivision aforesaid to the east line of North Western avenue, thence south along the east line of North Western avenue 58 feet, thence west 191 feet, thence south 100 feet, thence west along a line 158 feet south of and parallel with the north lines of Blocks 10, 9 and 8 of Kinzie's Subdivision of the northeast quarter of Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, to the west line of said Block 8, thence south along the west lines of Blocks 8, 13 and 18 of Kinzie's Subdivision aforesaid to the center line of West Addison street, thence south along the west line of the east three-quarters of the southeast quarter of Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, to the easterly bank of the North Branch of the Chicago River, thence southeasterly along the easterly bank of the North Branch of the Chicago River to the north line of Fullerton avenue, thence east along the north line of Fullerton avenue to a point 160 feet west of the west line of Lake View avenue, thence north 217.85 feet, thence northerly along the easterly line of Lots 7 and 4 of Baird's Lincoln Park Addition to Chicago, a subdivision in the southeast corner of the southwest quarter of Section 28, Town 40 North, Range 14 East of the Third Principal Meridian, to the northeast corner of said Lot 4, thence westerly along the northerly line of said Lot 4 to a point 25 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 25 feet northeasterly of the northeasterly line of North Clark street to a point 86 feet southeasterly of the southeasterly line of Roslyn place, thence northeasterly along a line parallel with and 77 feet northwesterly of the northwesterly line of Arlington place 67 feet, thence northwesterly along a line parallel with and 92 feet northeasterly of the northeasterly line of North Clark street to the northwesterly line of Roslyn place, thence northeasterly along the northwesterly line of Roslyn place to a point 200 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 200 feet northeasterly of the northeasterly line of North Clark street to the northwesterly line of St. James place, thence southwesterly along the northwesterly line of St. James place 69 feet, thence northwesterly along a line parallel with and 131 feet northeasterly of the northeasterly line of North Clark street 50 feet, thence northeasterly along a line 50 feet northwesterly and parallel with the northwesterly line of St. James place to a point 200 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 200 feet northeasterly of the northeasterly line of North Clark street to a point 100 feet southeasterly of the southeasterly line of Deming place, thence southwesterly along a line 100 feet southeasterly of and parallel with the southeasterly line of Deming place to a point 100 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 100 feet northeasterly of the northeasterly line of North Clark street to a point 50 feet southeasterly of the southeasterly line of Deming place, thence southwesterly along a line 50 feet southeasterly of and parallel with the southeasterly line of Deming place to the northeasterly line of North Clark street, thence northwesterly on a straight line

to the northwest corner of Deming place and North Clark street, thence northwesterly along the southwesterly line of North Clark street to the north line of Diversey boulevard, thence northeasterly along a straight line to the intersection of the northwesterly line of Evanston avenue with the northeasterly line of North Clark street, thence northeasterly along the northwesterly line of Evanston avenue to the northerly line of the fisrt alley north of Diversey boulevard, thence westerly along the northerly line of the first alley north of Diversey boulevard to the easterly line of the first alley easterly of North Clark street, thence northerly along the easterly line of the first alley easterly of North Clark street to a point 133.5 feet south of the south line of York place, thence west along a line parallel with and 133.5 feet south of the south line of York place to a point 400 feet west of the west line of Evanston avenue, thence north along a line parallel with and 400 feet west of the west line of Evanston avenue to the north line of York place, thence west along the north line of York place to a point 480 feet west of the west line of Evanston avenue, thence north along a line 480 feet west of and parallel with the west line of Evanston avenue to the north line of Oakdale avenue, thence west along the north line of Oakdale avenue to the westerly line of the first alley easterly of North Clark street, thence northerly along the westerly line of the first alley easterly of North Clark street to the south line of Wellington street, thence northwesterly to a point on the north line of Wellington street 58 feet east of the northeast corner of Wellington street and North Clark street, thence north along a line 394.6 feet west of and parallel with the west line of Waterloo court to a point 128 feet north of the north line of Wellington street, thence east along a line 128 feet north of and parallel with the north line of Wellington street to the westerly line of the first alley easterly of North Clark street, thence northerly along the westerly line of the first alley easterly of North Clark street to a point 176.5 feet south of the south line of Barry avenue, thence west along a line 176.5 feet south of and parallel with the south line of Barry avenue to a point 100 feet easterly of the northeasterly line of North Clark street, thence northwesterly along a line 100 feet northeasterly of and parallel with the northeasterly line of North Clark street 100 feet, thence west along a line parallel with the south line and the south line produced of Barry avenue to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the northeast corner of sub lot 10 in subdivision of Lot 1 of a resubdivision of Block 2 of Hambleton, Weston and Davis' subdivision of south ½, southeast ¼, southeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence southwesterly along the northwesterly line of said sub lot 10 to the northeasterly line of the first alley southwesterly of North Clark street, thence northwesterly along the northeasterly line of the first alley southwesterly of North Clark street to a point 139.5 feet south of the south line of School street, thence north along a line parallel with and 75 feet east of the east line of Oak place to a point 80.5 feet south of the south line of School street, thence northeasterly on a straight line to a point on the southwesterly line of North Clark street 25.75 feet southeasterly of the southwest corner of School street and North Clark street, thence northwesterly along the southwesterly line of North Clark street to the northeast corner of Lot 12 in subdivision of Lot 5 and sub lot 7 of Le Moyne and Hibbard's subdivision of Lot 6 in Circuit Court Partition of north ¾ of east ½ of southeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence southwesterly along the northwesterly line

of said Lot 12 to the northeasterly line of the first alley southwesterly of North Clark street, thence northwesterly along the northeasterly line of said last mentioned alley to a point 305.5 feet north of the north line of Schol street, thence northerly on a straight line to a point on the south line of Roscoe street 58.425 feet east of the east line of Sheffield avenue, thence east along the south line of Roscoe street to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the northeast corner of Lot 13 in the subdivision of Block 6 of E. J. Lehmann's Subdivision of (except railroad) Lot 4 of Assessor's Division of northwest ¼, southeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence southwesterly along the northwesterly line of said Lot 13 and along said line produced to the southwesterly line of the first alley southwesterly of North Clark street, thence northwesterly along the southwesterly line of the first alley southwesterly of North Clark street, and along said line produced to the south line of the first alley north of Eddy street, thence west along the south line of the first alley north of Eddy street and along said line produced to the westerly line of the right of way of the Chicago, Evanston and Lake Superior Railroad, thence northeasterly along the westerly line of said right of way of said Chicago, Evanston and Lake Superior Railroad to the north line of Waveland avenue, thence west along the north line of Waveland avenue to the west line of Waveland court, thence north along the west line of Waveland court to the south line of the first alley north of Waveland avenue, thence west along the south line of said last mentioned alley 67.1 feet, thence northwesterly along the southwesterly line of the first alley northeasterly of North Clark street to a point 99 feet south of the south line of Grace street, thence west along a line 99 feet south of and parallel with the south line of Grace street to the northeasterly line of North Clark street, thence northwesterly along the northeasterly line of North Clark street to the southwest corner of Lot 13 in subdivision of Block 1 of Edson's subdivision of south ¾, east ½, northwest ¼ (except a part in the northeast corner thereof) together with part of Lot 12 west of Green Bay road of Laflin, Smith and Dyer's subdivision in northeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence northeasterly along the southeasterly line of said Lot 13 to the westerly line of the first alley easterly of North Clark street, thence northerly along the westerly line of said last mentioned alley to a point 386.4 feet north of the north line of Grace street, thence west along a line parallel with and 386.4 feet north of the north line of Grace street to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the north line of Montrose avenue, thence east along the north line of Montrose avenue to the westerly line of Dover street, thence northerly along the westerly line of Dover street, to the south line of Sunnnyside avenue, thence northwesterly to a point on the north line of Sunnyside avenue 129.27 feet east of the northeast corner of Sunnyside avenue and North Clark street, thence northwesterly along a line 129.27 feet northeasterly of and parallel with the northeasterly line of North Clark street to the south line of Lawrence avenue, thence west along the south line of Lawrence avenue to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the place of beginning.

The owners and occupants of the lots, pieces and parcels of land lying within said drainage limits hereinbefore described shall at all times hereafter be

entitled to the use and benefit of the sewers provided for by this ordinance.

Right, permission, privilege and authority are hereby given and granted to the present and future owners and occupants of the lands lying within the said above named drainage limits to open and connect all ditches, drains and sewers which now exist or which may be hereafter constructed within the said district into and with the said sewers hereinbefore in this ordinance specified.

SECTION 3. That the recommendation of the Board of Local Improvements of the City of Chicago, providing for said improvement, together with the estimate of the cost thereof made by the Engineer of said Board, both hereto attached, be and the same are hereby approved.

SECTION 4. That said improvement shall be made and the whole cost thereof be paid for by special assessment in accordance with an Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Improvements," Approved June 14, A. D. 1897, and the amendments thereto.

SECTION 5. That the aggregate amount herein ordered to be assessed against the property, and also the assessment on each lot and parcel of land therein assessed shall be divided into five installments in the manner provided by the statute in such cases made and provided, and each of said installments shall bear interest at the rate of five per centum per annum according to law until paid.

SECTION 6. And for the purpose of anticipating the collection of the installments of said assessments for said improvement, bonds shall be issued payable out of said installments bearing interest at the rate of five per centum per annum, payable anually, and signed by the Mayor and by the President of the Board of Local Improvements, countersigned by the City Comptroller and attested by the City Clerk under the corporate seal of the City of Chicago. Said bonds shall be issued in accordance with and shall be in all respects conform to the provisions of the Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," Approved June 14, 1897, and the amendments thereto.

SECTION 7. That the Attorney of said Board be and he is hereby directed to file a petition in the County Court of Cook County, Illinois, in the name of the City of Chicago, praying that steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and in the manner prescribed by law.

SECTION 8. That all ordinances or parts of ordinances conflicting with this ordinance be and the same are hereby repealed.

SECTION 9. This ordinance shall be in force from and after its passage.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an ordinance in favor of Marshall Field & Co. for a covered passageway across Holden court, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented a request from Matheson Company of New York for permission to erect a steel gasoline tank in alley in rear of No. 1321 Michigan avenue, which was

Referred to the Committee on Streets and Alleys, South Division.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a 10-foot ce-

ment sidewalk on both sides of 12th street, from State street to Wabash avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 10-foot cement sidewalk on both sides of 12th street, from State street to Wabash avenue," passed March 20, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed March 14, 1906, Warrant No. 33987, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—Brennan—1.

THIRD WARD.

Ald. Foreman presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to George A. Grassby, 3421 State street, as shown by attached sketch; said George A. Grassby shall erect and maintain said sign in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

FOURTH WARD.

Ald. Dailey presented an order for an appropriation for the salary of an expert to be employed by the Committee on Health Department for the inspection of lumpy-jawed cattle, swine and sheep, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sidewalk on the east side of Stewart avenue, from 23d street to 33d street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on the east side of Stewart avenue, from 23d street to 33d street," passed October 28, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed November 17, 1902, Warrant No. 31513, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Ja-

cobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

FIFTH WARD.

Ald. Martin presented the following order, which was, on motion, duly passed:

Ordered, That permission and authority be and the same is hereby granted to Rittenhouse & Embree Lumber Company to repair an electric wire under Centre avenue, 100 feet south of 35th street.

Ald. Martin presented an order for a six-foot cement sidewalk on the north side of 39th street, from Rockwell street to Washtenaw avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of West 31st place, from Benson street to South Centre avenue, etc.

By unanimous consent, on motion of Ald. Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

SIXTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Evans avenue, from 44th street to 47th street.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

SEVENTH WARD.

Ald. Bennett presented the following ordinance:

AN ORDINANCE

Authorizing the Mayor and Comptroller to issue warrants against the taxes levied for the year 1906.

WHEREAS, There is not sufficient money in the treasury of the city to meet and defray the ordinary expenses thereof; therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Mayor and the Comptroller be and they are hereby authorized to issue warrants against and

in anticipation of the taxes levied by the City of Chicago for the payment of ordinary and necessary expenses of said city for the year, to an amount not to exceed seventy-five (75%) per cent of the total amount of the tax levy for the year 1906; such warrants to be issued only in conformity with Section 2 of an act of the General Assembly of the State of Illinois, entitled "An act to provide for the manner of issuing warrants upon the Treasurer of any County, Township, City, School District, or other municipal corporation and jurors' certificates, approved May 31, 1879, in force July 1, 1879, and to repeal a certain act herein named," approved May 11, 1901, in force July 1, 1901. Said Mayor and Comptroller are further authorized to attach thereto interest coupons, for interest thereon at the rate of not exceeding five (5%) per cent per annum, payable only out of the taxes against which it shall be drawn when collected.

SECTION 2. That said Mayor and Comptroller be and they are hereby authorized and empowered to pay said interest coupons so issued at or after maturity out of the specific funds therein specified or out of any funds then in the City Treasury not otherwise appropriated.

SECTION 3. This ordinance shall be in force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby directed to pay, upon estimate made by the Commissioner of Public Works, to M. H. McGovern, $47,111 out of the reserve held under the contract with said McGovern for the construction of Section D, Lawrence Avenue Intercepting Sewer; Provided, however, that such payment shall not be made until the sureties on the bond of said McGovern file with said Comptroller their written consent to such payment. This action is taken in accordance with the recommendation of the Commissioner of Public Works, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That it shall be lawful to erect enclosed wooden shelter sheds at any fire department station in the city for the storage of fuel and supply wagons, such sheds not to exceed 25

feet in width by 30 feet in length, nor to be more than 14 feet high.

SECTION 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an ordinance passed by the City Council on January 15th, 1907, and printed on pages 2720 to 2722 of the Council Proceedings of said date, be and the same is hereby amended by striking out the word "Brewing," appearing in line 44 right hand column, page 2720, in line 23, left hand column, page 2721, and in line 15, left hand column, page 2722, and that said ordinance be further amended by striking out the word "&" in line 34, left hand column, page 2722, and substituting in lieu thereof in each case the word "Brewery."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Illinois Central Railroad Company, a corporation, to install, construct, maintain and operate one (1) 1 1-2 inch steam pipe across Indiana avenue at a point seventy-five (75) feet south of the south line of Twelfth street between the stone retaining wall on the west side of the right-of-way of said company, and said company's repair shop, located on the west side of Indiana avenue and directly opposite said right-of-way wall, said pipe to run directly east and west between starting and terminating points, said pipe to carry five (5) pounds steam pressure and to be placed in a three (3) inch casing and to be three (3) feet below the street level, as shown on blue print attached, which for greater certainty is made a part of this ordinance. Said pipe shall be constructed and maintained to the satisfaction and approval of the Commissioner of Public Works of the City of Chicago.

SECTION 2. The permission and au-

thority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto upon the revocation of such permission and authority by the Mayor at his discretion, provided, further that this ordinance shall be subject to amendment, modification or repeal at any time after the passage thereof.

SECTION 3. This ordinance shall not go into effect until the said grantee shall execute and deliver to the City of Chicago a written acceptance of the same and also a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, conditioned upon the observance and faithful performance of all and singular the conditions and provisions of this ordinance, and further conditioned to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense and liability of any kind whatsoever, which may be suffered by said City of Chicago, or which may accrue against, be charged to or recovered from said City of Chicago by reason of the passage of this ordinance, or by reason of any act or thing done by said grantee herein by virtue of the authority herein granted.

Said bond and the liability thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. No work of installing or constructing said pipe shall be done under the authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works.

SECTION 5. In consideration of the privileges herein granted, the said Illinois Central Railroad Company, its successors or assigns, shall pay to the City of Chicago the sum of twenty-five ($25.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Illinois Central Railway Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and the bond as hereinbefore provided.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

Ald. Bennett presented the claim of Mrs. Jas. McClamrock for refund of water pipe assessment, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for 6-foot ce-

ment sidewalk on both sides of 54th place, from Drexel avenue to Lexington avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on both sides of 54th place, from Drexel avenue to Lexington avenue," passed September 23, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed October 16, 1902, Warrant No. 31343, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cement sidewalk on the north side of 67th street, from South Park avenue to Vincennes avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on the north side of 67th street, from South Park avenue to Vincennes avenue," passed May 15, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed April 5, 1906, Warrant 34061, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install an arc light at 79th street and Exchange avenue, also at 81st street and Exchange avenue.

Ald. Moynihan presented the following amendment to the pending ordinance in favor of the Chicago Railways Co.:

Amend the ordinance by inserting on page 2628 after the fourth paragraph, the following:

"The company shall also issue, accept and honor as fares transfers to and

from all other existing street car lines operating in the City of Chicago, not heretofore mentioned, after such time as said several franchises of said other lines now operating shall have expired and shall be extended or renewed."

Which was deferred and ordered published.

Ald. Moynihan presented an order for the closing of unsanitary diaries and an order for an investigation of the causes of the present epidemic of disease in the city, which were

Referred to the Committee on Health Department.

Ald. Moynihan presented the claim of M. P. Byrne Construction Company for refund of money paid for labor and material in connection with the 75th street sewer system, and an order to cancel certain bills against the said company for labor and materials in connection with the Jackson Park avenue sewer system, which were

Referred to the Committee on Finance.

Ald. Moynihan presented the claim of John Borg for refund for installation of house drain, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a water supply pipe in Bond avenue from 83d street to 83d place.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO;

A recommendation, estimate and ordinance for a water supply pipe in Commercial avenue, from Baltimore avenue to 87th street.

By unanimous consent, on motion of Ald Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO

A recommendation, estimate and ordinance for a water supply pipe in 80th place, from Exchange avenue to the right of way of the South Chicago Railroad.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese,

Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in 80th street, from Exchange avenue to the right of way of the South Chicago Railroad.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in 83rd place, from Houston avenue to Ontario avenue.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Muskegon avenue, from a point 290 feet south of 82d street to the right of way of the Baltimore and Ohio Railroad.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in 79th street, from Bond avenue to Ontario avenue.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese,

Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented a resolution for an investigation of the signatures to a petition now being circulated for a submission of the question of the adoption of certain pending street railway ordinances to a vote of the people in April, 1907.

After debate, Ald. Derpa moved to defer consideration thereon one week.

Ald. Harris moved to lay on the table the motion to defer.

Whereupon Ald. Cullerton arose to a point of order; the point of order being that the pending motions were out of order under the rules of the Council, which prescribe that unanimous consent shall be necessary for the immediate consideration of any matter presented.

The point of order was sustained by the Chair.

Ald. Harris thereupon moved to suspend the rules temporarily for the purpose of proceeding to the immediate consideration of the resolution offered by him.

The motion received the following vote:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Young, Bennett, Snow, Moynihan, Harris, Schermann, Stewart, Reese, Foell, Werno, Hahne, Dunn, Williston, Siewert, Roberts, Fisher, Badenoch, Hunt, Bihl—24.

Nays—Harding, Dailey, Martin, McCormick, Derpa, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Finn, Sullivan, Dougherty, Jacobs, Krumholz, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Kohout, Nolan, Race—42.

A vote of two-thirds of the Council being necessary to suspend the rules temporarily, the Chair declared the motion lost.

Ald. Cullerton moved that the resolution be published and referred to the Committee on Finance.

The motion prevailed.

The following is the resolution:

WHEREAS, The City Council of the City of Chicago on January 15th, 1907, passed the following resolutions:

"*Resolved*, That 100,000 copies of a petition in the following form be printed forthwith by and at the expense of the City of Chicago:

To the Board of Election Commissioners of the City of Chicago:

We, the undersigned, registered voters of the City of Chicago, respectfully petition that the following question of public policy be submitted to the voters of the City of Chicago, at the regular election to be held in and for the said City of Chicago on the first Tuesday in April, A. D. 1907:

PROPOSED QUESTION OF PUBLIC POLICY.

For the approval of ordinances substantially in the form of pending ordinances (reported to the City of Council of the City of Chicago on January 15, A. D. 1907), authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said City, and providing for the purchase thereof by the said City or its licensee.

NAME. ADDRESS.

Be it further resolved: That copies of these petitions be placed in the public offices of the City of Chicago, and be distributed by the Mayor and the members of the City Council and the heads of the departments of the city government to such persons as may wish to sign the same or circulate the same for signatures;

Be it further resolved, That the ordinances hereinabove referred to, being the ordinances reported to the City Council of said City by its Committee on Local Transportation on the 15th day of January, A. D. 1907, be placed on final passage by the City Council after (but not before) the 2d day of February, A. D. 1907, and that if, on said date, the above mentioned petition has been signed by the requisite number of legal voters to entitle the question of public policy therein set forth to be submitted to the voters of said city at the election to be held therein on the 2d day of April, 1907, and has been filed with the Board of Election Commissioners of said City, then and in that event the said ordinances shall be then placed on passage, after being amended by inserting therein a provision that such ordinances, respectively, shall not take effect unless and until a majority of the votes cast upon said question of public policy at the said election shall be in the affirmative."

And Whereas, In pursuance of said resolution, petitions have been and are still being circulated; and

Whereas, It is charged in the public press that many of the names upon said petitions are not *bona fide* voters and have not been signed by the persons whose signatures they purport to be; now, therefore, be it

Resolved, By the City Council of the City of Chicago, that the Board of Election Commissioners be and it is hereby requested, immediately upon the filing of said petition, to investigate the same and to ascertain whether it conforms to the requirements of the Public Opinion Law; and be it further

Resolved, That the Finance Committee make provision in the next appropriation bill for the payment of the work of making such investigation.

Ald. Fick presented the claim of Wm. E. McCarthy for extras on pump at Chicago Avenue Pumping Station, which was

Referred to the Committee on Finance.

TENTH WARD.

Ald. Scully and Hurt presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to report to the City Council by what authority the Burton Manufacturing Company is occupying the alley in rear of the northwest corner of Centre avenue and 21st street, inasmuch as the city has no legal right to lease said alley.

The Commissioner of Public Works is instructed to confer with the corporation Counsel and report to the City Council the rights of the Burton Manufacturing Company to occupy the said alley.

Ald. Scully and Hurt presented orders for paving West 14th place and West 15th place, from Blue Island avenue to Ashland avenue, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt Loomis street, from 95 feet south of

West 16th street to West 21st street.

By unanimous consent, on motion of Ald. Scully, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ELEVENTH WARD.

Ald. Cullerton presented an order to stay the collection of warrants Nos. 33841 and 34092, until the completion of the paving of 21st street, between Laflin street and Western avenue, and of 18th street, between Sangamon and Wood streets.

Ald. Scully moved to amend the order to include the warrants covering the paving of 14th street, between Halsted and Wood streets, and of Blue Island avenue, between 18th and 22d streets.

The motion prevailed.

Ald. Harkin moved to amend the order further to include Robey street, between Grand avenue and Division street, and Kedzie avenue, between Carroll avenue and 12th street.

The motion prevailed.

Ald. Cullerton moved to pass the order as amended.

The motion prevailed.

The following is the order as passed:

WHEREAS, Upon the failure of the Chicago Union Traction Company to furnish in the year 1906 grooved rails for 21st street, between Laflin street and Western avenue, and 18th street, between Sangamon and Wood streets, and West 14th street, from Halsted street to Wood street, and Blue Island avenue, from 18th street to 22d street; also Robey street, from Grand avenue to Division street, and Kedzie avenue, from Carroll avenue to 12th street; also North Ashland avenue, from Lake street to West Clybourn place; the Board of Local Improvements upon the request of the City Council held up the work of paving such streets until grooved rails should be furnished, hence no work was done on any of the streets named save the plastering of some curb walls in 18th street and the laying of curbing in 21st street; and,

WHEREAS, The first installments of the cost of the entire improvements are in the hands of the City Collector for collection; therefore, be it

Ordered, That the proper city authorities are hereby ordered to stay the collection of warrants Nos. 33841 and 34092, and all warrants covering the other streets above mentioned in this resolution, until the work of paving 21st street, between Laflin street and Western avenue, and 18th street, between Sangamon street and Wood street is completed.

TWELFTH WARD.

Ald. Zimmer presented a petition containing the name of the Chicago West Division Railway Company as owner of abutting property, for a street railway to be operated by the Chicago Railways Company in 25th street, between Leavitt street and Irving avenue, which was

Referred to the Commissioner of Public Works for verification.

The Board of Local Improvements submitted a recommendation, estimate and

ordinance for plank sidewalks on a system of streets as follows, to-wit: On the south side of West 22d street, from South Western avenue to South Hoyne avenue, etc.

By unanimous consent, on motion of Ald. Zimmer, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Rees, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Riley presented an ordinance amending Section 293 of the Revised Code of 1905, and an ordinance amending Section 675 of the Code, which were

Referred to the Committee on Building Department.

Ald. Riley presented the following order, which was, on motion, duly passed:

Ordered, That a permit be granted to the Tabernacle Baptist Church, L. B. Warren, pastor, for the erection of an electric sign on the southwest corner of Madison street (W) and Spaulding avenue. Permission is further granted for the erection of two posts, as per diagram attached, for the suspension of the sign.

FOURTEENTH WARD.

Ald. Harkin presented the claim of Wm. B. McCarthy for damages for personal injuries, which was

Referred to the Committee on Finance.

Ald. Maypole presented the claim of Schriver Laundry Company for refunds, which was

Referred to the Committee on Finance.

FIFTEENTH WARD.

Ald. Beilfuss moved that the claim of Walter Brothers, placed on file November 12th, 1906, be taken from file and recommitted to the Committee on Finance.

SEVENTEENTH WARD.

Ald. Sitts presented the claim of Miss Mary Allen for refund for duplicate payment of water rates, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a 12-foot cement sidewalk on the east side of Noble street, from Cornell street to the first alley south, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 12-foot cement sidewalk on the east side of Noble street, from Cornell street to the first alley south," passed May 15, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed September 28, 1905, Warrant No. 33759, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

EIGHTEENTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of West Randolph street, from South Ann street produced north to the westerly line of Ogden avenue, produced northeasterly.

By unanimous consent, on motion of Ald. Conlon, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Powers presented a petition from assistant crib keepers, and a petition from the chief mechanical engineers in charge of certain pumping stations, for increases in salary, which were

Referred to the Committee on Finance.

Ald. Powers and Bowler presented orders for paving Blue Island avenue and various other streets in the Nineteenth Ward, which were

Referred to the Board of Local Improvements.

TWENTY-FIRST WARD.

Ald. Reese presented an ordinance amending Section 2394 of the Revised Code of 1905, which was

Referred to the Committee on Water Department.

TWENTY-SECOND WARD.

Ald. Sullivan presented an ordinance in favor of the Cudahy Packing Company for a switch track on the easterly side of Hawthorne avenue, which was

Referred to the Committee on Streets and Alleys, North Division.

TWENTY-THIRD WARD.

Ald. Jacobs presented an ordinance licensing sellers of tickets to amusement places at higher prices than those named on the face of the tickets, which was

Referred to the Committee on License.

TWENTY-FOURTH WARD.

Ald. Krumholz presented an order for conduits in Racine avenue, from Center street to Belmont avenue, which was

Referred to the Committee on Streets and Alleys, North Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for water service pipes in North Marshfield avenue, between Diversey Avenue boulevard and Wrightwood avenue.

By unanimous consent, on motion of Ald. Hahne, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in Perry street from Diversey boulevard to Wrightwood avenue.

By unanimous consent, on motion of Ald. Krumholz, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Reinberg presented the claim of F. J. Rider for rebate of water pipe assessment, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a water supply pipe in Foster avenue, from North Robey street to St. Anthony's court.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cement sidewalk on both sides of North Hermitage avenue, from Grace street to Waveland avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on both sides of North Hermitage avenue, from Grace street to Waveland avenue," passed May 22, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance,

confirmed April 6, 1906, Warrant No. 34051, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cement sidewalk on the east side of Miller court, from Farragut avenue to Foster avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on the east side of Miller court, from Farragut avenue to Foster avenue," passed April 9, 1903, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed September 14, 1903, Warrant No. 32371, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the following resolutions:

WHEREAS, The City Council of the City of Chicago has learned with deep regret and sorrow of the death of Spencer Smalley Kimbell, who faithfully served the people of Chicago as Alderman of the Twenty-seventh Ward, from 1897 to 1899;

Resolved, That in the death of Spencer Smalley Kimbell the City of Chicago has lost a valuable citizen, who, as a public official, served the people faithfully and well, and that we hereby tender our sincere and heartfelt sympathy to his family; and be it further

Resolved, That in recognition of his public services and honorable career, these resolutions be spread upon the records of the City Council and a copy thereof duly engrossed, be presented to his bereaved family.

Which were unanimously adopted by a rising vote.

Ald. Siewert presented the following order, which was, on motion, duly passed:

Ordered, That the Superintendent of Streets be and he is hereby directed to issue a permit to L. Freter to move a two-story frame building, from No.

1207 Armitage avenue to No. 1273 Armitage avenue.

Ald. Blase presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Ridgeland avenue, from a point 620 feet north of Addison avenue to Addison avenue, and in Addison avenue westward to 200 feet west of North 67th avenue, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt North Hamlin avenue, from McLean avenue to Dickens avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with asphalt North Lawndale avenue, from McLean avenue to West Fullerton avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, filling and paving with asphalt McLean avenue, from North 43d avenue to North 44th avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with asphalt North Ridgeway avenue, from Wabansia avenue to a straight line drawn from a point on the east curb line of North Ridgeway

avenue 472 feet north of the north line of Wabansia avenue to a point on the west curb line of North Ridgeway avenue 435 feet north of the north line of Wabansia avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West Belmont avenue, from North Central Park avenue to North 40th avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in West Dunning street, from North 46th avenue to North 50th avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in North 56th court, from Armitage avenue to Grand avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for water service pipes in North Lawndale avenue, between West Belmont avenue and Milwaukee avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sidewalk on both sides of West Ainslie street, from Lincoln avenue to California avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on both sides of West Ainslie street, from Lincoln avenue to California avenue," passed November 27, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed June 22, 1906, Warrant No. 34294, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cement sidewalk on the north side of West Wrightwood avenue, from Kimball avenue to 500 feet east of Kimball avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on the north side of West Wrightwood avenue, from Kimball avenue to 500 feet east of Kimball avenue," passed May 22, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed October 19, 1905, Warrant No. 33791, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley,

Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Herlihy presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to have two gas lamps placed in front of the Polish Lutheran Church, Campbell avenue and Fullerton avenue.

Ald. Herlihy presented the claim of John McFadden for wages withheld during illness, which was

Referred to the Committee on Finance.

Ald. Herlihy presented an order for cement sidewalks on Diversey avenue, between California and Albany avenues, which was

Referred to the Board of Local Improvements.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect a gasoline lamp post on 54th street at corner of alley between Bishop and Loomis streets.

THIRTY-FIRST WARD.

Ald. Roberts presented the following order, which was, on motion, duly passed:

Ordered, That an order passed April 30th, 1906, as shown at page 191 of the Council Proceedings of that date, be and the same is hereby amended as follows: By striking out from the nineteenth line of said order the name of John R. Buchan and by inserting in lieu thereof the name of John F. Eberhart; the correct name of claimant being John F. Eberhart and not John Buchan.

THIRTY-SECOND WARD.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby directed to proceed with paving on West 67th street, from South Halsted street to 209 feet east of Lowe avenue.

Ordered, That the City Electrician be and he is hereby directed to place and keep in service a gasoline street lamp at the southwest corner of West 96th street and Winchester avenue.

Ordered, That the Commissioner of Public Works be and he is hereby directed to lay water supply pipe in South May street, north from West 86th street as far as it will pay a permanent annual revenue of ten (10) cents a lineal foot.

Ordered, That the Commissioner of Public Works be and he is hereby directed to have the Chicago, Rock Island and Pacific Railway open a grade crossing at West 85th and South Halsted streets across the Chicago, Rock Island and Pacific right of way (petition attached).

Ald. Fisher presented an order and petition for a system of sewers on West 83d place and West 84th street, from Birkoff avenue, to Vincennes Road, and on Birkoff avenue, Kerfoot avenue, Groveland avenue, Gilbert avenue and Givens court, from Vincennes Road to the Chicago, Rock Island and

Pacific Railway right of way, (petitions attached), which were

Referred to the Board of Local Improvements.

Ald. Fisher presented an order for a water supply pipe in South May street, from the alley south of West 87th street to West 89th street, which was

Referred to the Board of Local Improvements.

Ald. Badenoch presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue to Sparticus Lodge No. 240, Knights of Pythias, a permit for a sign containing its name on an iron post to be placed at curb line near its hall at southwest corner of Yale avenue and 63d street, subject to the approval of the Commissioner of Public Works and subject to removal on his order at any time.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with slag macadam West 79th street, from South Halsted street to South Morgan street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with brick West 79th street, from Vincennes Road to South Halsted street.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in South Carpenter street, from West 103d street to West 102d street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bade-

noch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in South Elizabeth street, from West 87th street to West 85th street.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Normal avenue, from West 81st place to the first alley south thereof.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place an electric arc lamp on South Chicago avenue, between 73d street and Greenwood avenue, and two arc lights on South Chicago avenue, between Greenwood avenue and 75th street.

Ordered, That the Commissioner of Public Works be and he is hereby directed to compel the Chicago and Western Indiana Railroad Company and the Nickel Plate Railroad Company to install and maintain gates and gatemen at their crossing at 95th street.

Ald. Hunt presented the claim of Thomas Sharkey for wages withheld during sickness, which was

Referred to the Committee on Finance.

Ald. Hunt and Bihl presented the claim of the M. P. Byrne Construction Company for payment for pumping water from sewer and for installing additional pump in connection with the Jackson Park avenue sewer system, which was

Referred to the Committee of Finance.

Ald. Bihl presented the following amendment to the pending ordinance in favor of the Chicago City Railway Company, which was deferred and ordered published:

Amend by inserting in Section 11 on page 19 of printed pamphlet, after the words "twelve (12) years of age;" the following:

"And three (3) cents for each passenger furnishing satisfactory evidence that he or she is a regularly enrolled student in any public school of said City."

THIRTY-FOURTH WARD.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cement sidewalk on the southeasterly side of Ogden avenue, from 40th avenue to 327.15 feet northeasterly of 40th avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on the southeasterly side of Ogden avenue, from 40th avenue to 327.15 feet northeasterly of 40th avenue," passed July 10, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed April 5, 1906, Warrant 34058, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

The Board of Local Improvements submitted an ordinance repealing an ordinance for a six-foot cinder sidewalk on the south side of North avenue, from North 44th avenue to North 46th avenue.

Which was, on motion of Ald. Race, deferred.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the City Electrician in regard to contract for rearrangement of municipal electric lighting stations at Halsted and Harrison streets, Rice and Lincoln streets, and Sixty-fourth street and Wentworth avenue, deferred and published January 21, 1907, page 2741.

Ald. Bennett moved to concur in the report and pass the order therewith, authorizing the making of a contract with the General Electric Company for $47,146.00.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell. Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby authorized and directed to enter into a contract with the General Electric Company, for the furnishing and erecting on foundations in the Municipal street lighting stations located at No. 299 South Halsted street, 64th

street and Wentworth avenue, and Rice and Lincoln streets, of four 1200 horse power electric motors, with the necessary exciters and transformers, all in accordance with the specifications and advertisement of the City of Chicago, of date January 5, 1907, and the proposal of the General Electric Company to furnish the equipment for the sum of forty-seven thousand, one hundred and forty-six dollars ($47,146.00) made of date January 17, 1907, in response to said advertisement.

Ald. Bennett moved to pass the order accompanying the report, authorizing the making of a contract with the Hill-Clutch Company for $11,140.00.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby authorized and directed to enter into a contract with the Hill-Clutch Company, for the furnishing and erecting of the necessary quills, quill bearings, shafting, etc., for the operation in connection with electric motors and the existing line shafting of the generators now located in the R. A. Waller, Halsted street and Rice and Lincoln street municipal street lighting stations, all in accordance with the specifications and advertisement of the City of Chicago, of date January 5, 1907, and the proposal of the Hill-Clutch Company, to fully install same, for the sum of eleven thousand, one hundred forty dollars ($11,140.00) made of date January 17, 1907, in response to said advertisement.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Thomas Conlin for refund for water meter, deferred and published January 21, 1907, page 2742.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Thomas Conlin in the sum of thirty-five dollars ($35.00), same to be payment for one 2-inch Penn water meter, No. 125329, and the Comptroller is ordered to pay the same from the Water Fund, upon a report from the department of the receipt of said meter in good condition.

This action is taken in accordance with the report of a sub-committee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of the Jackson Hotel and others for rebates of water

taxes, deferred and published January 21, 1907, page 2742.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following named persons, in the amounts set opposite their names, same to be in full of all claims for rebate of water taxes paid on the properties named, and the Comptroller is ordered to pay the same from the Water Fund.

Jackson Hotel 164-166 South Halsted street	$105.50
Art Bedstead Co., 3700-24 Rockwell street	20.75
A. B. Searing, 5315-5317 Washington avenue	7.87
Peter Lulay, 885 West Division street	24.75
M. Roy, 12 Lowell place	16.58
S. E. Dickenson, 444 State street (to be issued upon duplicate receipt and giving of usual bond to save the City harmless because of such payment)	9.14
Merchants Building Co., 92-100 La Salle street	75.00
J. E. Kingsbury, 5610-12 Michigan avenue	6.00

This action is taken upon the several recommendations of a sub-committee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claims of John Sweeney and others for damages on account of personal injuries, deferred and published January 21, 1907, page 2743.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers to the following named persons, in the amounts set opposite their names, same to be in full for all claims of whatever kind or nature arising from or growing out of injuries received in the employ of the City on the dates named, and the Comptroller is ordered to pay the same from the Water Fund, when proper releases of such claims have been signed by the persons receiving said amounts:

John Sweeney, injured April 7th, 1906	$74.25
Michael Dunne, injured October 9th, 1906	87.50
A. Konosky, injured July 30th,	

1906 ..... 55.00
Frank Schwartz, injured June 19th, 1906..... 45.56
Patrick Houlahan, injured August 23, 1906..... 47.50
William Norton, injured August 4th, 1906..... 46.66
Thomas Hickey, injured October 21st, 1906..... 38.00

This action is taken upon the several opinions of the City Attorney and recommendations of the sub-committee attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Sherman M. Goble for refund of money paid for repairing leak in pipe, deferred and published January 21, 1907, page 2743.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Sherman M. Goble in the sum of fourteen and twenty one-hundredths dollars ($14.20), being amount expended by said Sherman M. Goble for repairs to water pipe under the impression that leak was in service pipes leading to his premises at 153 South Desplaines street, and the Comptroller is ordered to pay the same from the Water Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of John Peterson & Co. for extras for work on fire engine house, 731 Clybourn avenue, deferred and published January 21, 1907, page 2744.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of John Peterson & Co. in the sum of five hundred twelve dollars ($512.00), same to be in full for all claims for damages against the city by reason of delay in giving possession for starting work on engine house at 731 Clybourn avenue, and on account of extra work caused by said delay, and the Comptroller is ordered to pay the same from the appropriation for said engine house.

This action is taken in accordance with the recommendations of the Commissioner of Public Works and the City Architect attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of the C. B. L. Building and Loan Association for compensation for damage to property, deferred and published January 21, 1907, page 2744.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgment to be taken against the city in case General Number 223139, Circuit Court, being a suit brought by the C. B. L. Building & Loan Association against the city to recover damages for causing the destruction and removal of building located at 214 Artesian avenue, in the amount of eleven hundred dollars ($1,100.00), in accordance with his recommendation of January 11th, 1907, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Wm. G. Davis for wages withheld during suspension, deferred and published January 21, 1907, page 2744.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgment to be taken against the city in favor of William G. Davis, in the sum of nineteen hundred twenty-seven and seventeen one-hundredths dollars ($1,927.17), being amount due him as salary as police officer in the City of Chicago, from the 17th day of October, 1902, until the 26th day of July, 1904, during his suspension.

This action is taken in accordance with the opinion of the Corporation Counsel, dated December 28th, 1906, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on an order for the purchase of a site for a fire station, west of Halsted street, and near One Hundred Twentieth street, deferred and published January 21, 1907, page 2745.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt,

Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase a site for the location of fire engine house, property on Peoria street, east front, one hundred twenty-five feet (125) north of One Hundred Twentieth street, being seventy-five feet (75) by one hundred twenty-five feet (125) in depth, for the sum not to exceed eleven hundred twenty-five ($1,125.00) dollars, subject to general taxes for 1906.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works regarding extras for work on Wabansia street dock, deferred and published January 21, 1907, page 2745.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extras of one hundred dollars ($100.00) to Fitz Simons & Connell Co. on contract for Wabansia street dock, in accordance with his recommendation of January 11th, 1907, and the Comptroller is ordered to pay for the same.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on an ordinance amending Section 121 of the Revised Code of 1905 relating to ticket scalping, deferred and published January 15, 1907, page 2682.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Hardin, Dixon, Foreman, Pringle, aDiley, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —65.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Article II. of Chapter VI. of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Article II. of Chapter VI. of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended by striking therefrom Section 121 and substituting therefor a section to be hereafter known as Section 121, which said section shall read as follows:

"**121. Scalping Forbidden.)** It shall be unlawful for any person or corporation to engage in the business of selling at a premium, or higher price than the price printed thereon, tickets of admission to theatrical performances, shows, exhibitions or other amusements for which an admission fee is charged, given or held at any place or places of amusement, and it shall be unlawful for any person or corporation who is not conducting or operating a place of amusement, to engage in the business of selling, at any price whatever, tickets of admission to theatrical performances, shows, exhibitions, or other amusements for which an admission fee is charged, given or held at any place or places of amusement, located within that part of the City of Chicago bounded by Lake Michigan on the east, Chestnut street on the north, Halsted street on the west and Twelfth street on the south, whether such selling of said tickets be his or its regular business or be engaged in occasionally or incidentally in connection with some other business. No person or corporation conducting, operating or managing any place of amusement, nor any officer, agent or employee thereof, shall directly or indirectly offer to sell, sell, consent to sell, connive at the sale of, or permit to be sold, any ticket of admission to any theatrical performance, show, exhibition or other amusement, for which an admission fee is charged, given or held at any place of amusement, to any broker, speculator, scalper or other person or corporation known by him or it to be regularly, occasionally or incidentally engaged in the business of selling tickets of admission to any theatrical performance, show, exhibition or other amusement for which an admission fee is charged, given or held at any place or places of amusement, at a premium or higher price than the price printed upon the said ticket, or at the regular price thereof for the purpose of a resale at an increased price. No person or corporation conducting, operating or managing any such place of amusement, within the district bounded as aforesaid, or any officer, agent or employee thereof, shall sell, offer to sell, connive at the selling of, or permit to be sold, any ticket of admission to any theatrical performance, show, exhibition or other amusement for which an admission fee is charged, given or held at the said place of amusement, at any place within the city other than a regular box-office or ticket-office located upon the premises where such theatrical performance, show, exhibition or other amusement is given or held. It shall be unlawful for any person or corporation to sell, or attempt to sell, any ticket or tickets of admission to any theatrical performance, show, exhibition or other amusement for which an admission fee is charged, given or held at any place of amusement, at a premium or a price higher than the regular price thereof, in or on any street, sidewalk, alley or public ground in the city; *Provided*, that all persons or corporations who engage in the selling of tickets of admission to any theatrical performance,

show, exhibition or other amusement, the proceeds of which are to be devoted to benevolent or charitable purposes, shall be exempt from the provisions of this ordinance."

Amend Section 122 of said Article II. of said Chapter VI. of said Revised Municipal Code of Chicago of 1905 by striking therefrom Section 122 thereof, and substituting therefor a section to be hereafter known as Section 122 of said article and chapter, which shall read as follows:

"122. **Penalty.)** Any person or corporation violating any of the provisions of this article by failing to mark or to exhibit or by falsely marking a chart or charts or diagram or diagrams, or by directly or indirectly engaging in the business of selling tickets of admission to any place or places of amusement, or selling, offering to sell, consenting to sell, or conniving at the sale of any ticket or tickets of admission to any place or places of amusement, contrary to the provisions hereof, shall be fined not less than twenty-five dollars ($25.00) nor more than two hundred dollars ($200.00) for each offense, and each offer to sell, sell, consent to sell, connivance at the sale, or permission to sell a ticket in violation of any provisions of this article shall constitute a separate and distinct offense. *Provided*, that whenever it shall appear to the satisfaction of the Mayor that any person or corporation conducting, operating or managing any place or places of amusement in the city, or any officer, agent or employee of such person or corporation, has violated any of the provisions of this article, the Mayor may at his discretion revoke the license or licenses of said place or places of amusement."

SECTION 2. This ordinance shall be in full force and effect from and after its passage and due publication.

The Clerk, on motion of Ald. Dunn, presented the majority and minority reports of the Committee on License, on an ordinance creating a prohibition district bounded by Leavitt street, Montrose avenue, Western avenue, and a line three hundred (300) feet north of Sunnyside avenue, deferred and published January 21, 1907, pages 2745 and 2746.

Ald. Dunn moved to recommit both reports to the Committee on License.

The motion prevailed.

In connection with the foregoing, Ald. Lipps presented petitions from property owners in the neighborhood adjoining the proposed prohibition district, for the establishment of the prohibition district as recommended in the minority report.

Ald. Lipps moved to refer the petitions to the Committee on License.

The motion prevailed.

The Clerk, on motion of Ald. Kohout, presented a report of the Committee on Track Elevation, on an ordinance authorizing the Chicago and Illinois Western Railroad to construct, maintain and operate a railroad across certain streets and alleys in the City of Chicago, deferred and published January 2, 1907, page 2451.

Ald. Kohout moved to defer consideration of the ordinance and all amendments presented thereto, for one week, and to publish the amendments.

The motion prevailed.

The following are the amendments presented:

By Ald. Snow:

Amend Section 5, page 2456, by striking out the last sentence.

Amend Paragraph 1, Section 8, page 2457, by striking out of the 28th line the words, "for the period of ten years."

Strike out all from and after the word "ordinance" in line 7, page 2456, up to

and including the word "Works" in line 9.

Page 2456, amend by adding the following at the end of Section 4a:

"The said Chicago and Illinois Western Railroad shall erect and maintain during the full term of this ordinance one street lighting lamp equivalent to nominal two thousand candle power at each street, alley or public way over or across which it is by this ordinance authorized to lay its tracks, or which may hereafter be laid out or opened up across the route and right of way of said Chicago and Illinois Western Railroad."

By Ald. Kohout:

Amend Section 1 by adding thereto the following:

"Provided that no spur, side-track, switch, siding or turn-out shall be laid or maintained in any street or alley."

Strike out the words "Chicago, Madison and Northern Railroad (Illinois Central Railroad)" in the seventh and eighth lines of Paragraph 1, Section 1, and insert in lieu thereof the following:

"Atchison, Topeka and Santa Fe Railway or its lessee, the Illinois Northern Railroad."

Amend Paragraph 2, Section 1 (p. 2452), by adding thereto the following:

"Whenever said City shall lay out and open any new street or streets across the route and right of way of said Chicago and Illinois Western Railroad at any place where the tracks of said railroad are elevated, the said Chicago and Illinois Western Railroad shall, at its own cost and expense, construct and maintain suitable subways where such new streets cross its said railroad, and when such subways are constructed, the said Chicago and Illinois Western Railroad shall pave the roadway in such subways, construct the necessary sidewalks, maintain said pavement and said sidewalks at its own expense."

Amend Section 5 (p. 2456), by striking out the last sentence.

Amend Paragraph 1, Section 8 (p. 2457), by striking out from the 21st line the words "for the period of ten (10) years."

Amend Paragraph 1, Section 8 (p. 2457), by striking out of the 28th line the words "for the period of ten (10) years."

Amend Paragraph 1, Section 8 (p. 2457), by inserting in the 35th line, after the word "conduit" the following:

"laid by any individual or private corporation."

Amend Paragraph 1, Section 8 (p. 2457), by inserting in the 37th line, after the word "done," the words "by any individual or private corporation."

Amend Paragraph 1, Section 8 (p. 2457), by adding the following:

"Provided, further, that the making of any public improvement by the City of Chicago or the repair of any sewer or water pipe or conduit or other thing belonging to the City of Chicago in any of said streets shall not relieve said Chicago and Illinois Western Railroad of its obligation to keep said street in repair."

Amend Paragraph 1, Section 8 (p. 2457), line 41, by striking out "thirty (30)" and inserting "ten (10)."

Amend Paragraph 3, Section 8 (p. 2458), by striking out of the first and second lines the words "with the present material when the same is in good condition."
and inserting in lieu thereof the following:

"to a condition satisfactory to the Commissioner of Public Works."

Strike out Paragraph 5, Section 8 (p. 2458).

Amend Section 12, line 21 (p. 2459), by changing the word "oridnances" to "ordinances."

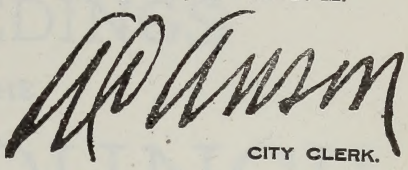
Amend Section 13 (pp. 2459 and 2460), by striking out the last sentence.

Amend Section 15, line 2, by striking out the words in Section 14, and by changing the word "bond" in lines 2 and 5 to "bonds."

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, February 4, 1907, at 7:30 P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, February 4, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, February 6, 1907.

At 7:30 o'clock P. M. the Clerk, at the direction of the Chair, called the roll, and there were

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Pringle, Dailey, Martin, McCormick, McCoid, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Uhlir, Riley, Harkin, Smith, Beilfuss, Nowicki, Schermann, Sitts, Brennan, Conlon, Powers, Bowler, Reese, Dougherty, Jacobs, Hahne, Krumholz, Williston, Lipps, Reinberg, Blase, Herlihy, Wendling, Golombiewski, Burns, Badenoch, Hunt, Bihl and Kohout.

Absent—Ald. Dixon, Foreman, Richert, Young, Bennett, Snow, Derpa, Zimmer, Considine, Maypole, Dever, Stewart, Finn, Foell, Sullivan, Werno, Dunn, Siewert, Larson, Bradley, O'Connell, Roberts, Fisher, Nolan and Race.

RECESS.

Ald. Harkin moved that the Council take a recess until 8:15 o'clock P. M.

The motion prevailed.

At 8:15 o'clock His Honor, the Mayor, called the Council to order, and directed the Clerk to call the roll.

The Clerk called the roll, and there were

Present—Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese,

Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race—69.

Absent—None.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, January 28, 1907, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented a report from His Honor, the Mayor, containing the following list of names of the persons released from the House of Correction during the week ending February 2, 1907, together with the cause of each release:

Wm. Robinson, released for mother.

Edward Chirivinski, released for Ald. McCormick.

Julius Bailey, released for wife.

Max Glaesner, released for wife.

Steve Grobitz, released for Peter Foote.

Frank Marshall, released for wife.

Wm. Dougherty, released for P. J. Gardner and cash, $7.00.

John Maher, released for P. A. Henry.

Wm. Norris, released for J. C. Werdell.

Thos. Leahy, released for Chas. H. Callahan.

Which was ordered published and placed on file.

ALSO,

The resignation of Edmund H. Roche as Business Agent of the City.

Ald. Foreman moved to accept the resignation.

The motion prevailed.

ALSO,

The following communication:

MAYOR'S OFFICE,
February 4, 1907.

To the Honorable, the City Council.

GENTLEMEN—By virtue of the authority conferred upon me, I hereby appoint Mr. Frank C. Burke as Business Agent of the City of Chicago, vice Mr. Edmund H. Roche, resigned, and respectfully ask the concurrence of youh Honorable Body.

Respectfully,

E. F. DUNNE,
Mayor.

Ald. Herlihy moved to concur in the appointment.

The motion prevailed.

ALSO,

The official bond of Frank C. Burke as Business Agent in the penal sum of fifty thousand dollars ($50,000), with Wm. Legner and Wm. Lydon as sureties.

Ald. Bennett moved to approve the bond.

The motion prevailed and the bond was approved by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

ALSO,

The following communication:

MAYOR'S OFFICE,
February 4, 1907.

To the Honorable, the City Council:

GENTLEMEN—I transmit herewith a letter from the Commissioner of Public Works concerning the letting of a contract for a new bridge over the North Branch Canal at Halsted street, together with the accompanying letters of the Corporation Counsel and the City Bridge Engineer, and an ordinance directing the Commissioner of Public Works to let to the Fitzsimons & Connell Company, at a price not to exceed $89,215.15, the contract for furnishing all tools and materials and all work necessary for the construction of the sub-structure of the approaches for that bridge, and an ordinance directing and authorizing the Commissioner of Public Works to let to Jules E. Roemheld at a price not to exceed $159,240, a contract for furnishing all materials, tools and labor required for the complete construction and erection of the superstructure of such bridge.

I would therefore recommend that these ordinances be passed without the usual reference to a committee for the reason that there is great need for the immediate construction of this bridge, and the only objections that have been made to the plans and specifications now on file in the office of the Commissioner of Public Works are technical and infinitesimal. In November last the Commissioner of Public Works advertised that he would receive bids for this work, and in December the bids were opened and the parties named found to be the lowest responsible bidders. Before the Commissioner could let the contract he was enjoined from taking any steps in the matter at the suit of a man who holds a patent for the construction of a certain design of bridge, which design is not acceptable to the city engineering department or to the Commissioner of Public Works, and which has uniformly been rejected whenever presented to the city engineering department for consideration. By reason of the slight technicalities mentioned, that of including in the specifications a patented pavement whose total cost is but a trifle over 1% of the total contract price of the bridge, there is reason to apprehend that the court will enjoin the letting of a contract under that advertisement. The emergency is such that I feel justified in recommending that you pass the ordinances by the usual two-thirds vote, in order that the work of constructing the bridge may proceed without further delay.

Respectfully submitted,

E. F. DUNNE.
Mayor.

Ald. Bennett moved to pass the ordinance recommended by His Honor, the Mayor, authorizing the Commissioner of Public Works to let a contract for the sub-structure of approaches to a bridge over the North Branch (Canal) at North Halsted street.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works of the City of Chicago be

and he is hereby authorized and directed to let to the Fitzsimons & Connell Company at a price not to exceed eighty-nine thousand two hundred and fifteen dollars and fifteen cents ($89,215.15), a contract for furnishing all tools and materials and the doing of all work necessary for the construction of the substructure of approaches for a highway bridge over the North Branch (Canal) at North Halsted street, according to plans and specifications now on file in the office of the Department of Public Works, of said city.

SECTION 2. This ordinance shall be in force and effect from and after the date of its passage.

Ald. Bennett moved to pass the ordinance recommended by His Honor, the Mayor, authorizing the Commissioner of Public Works to let a contract for the super-structure of a bridge over the North Branch (Canal) at North Halsted street.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart Finn, Reese, Foell, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works of the City of Chicago be and he is hereby authorized and directed to let to Jules E. Roemheld, at a price not to exceed one hundred and fifty-nine thousand two hundred and forty dollars ($159,240), a contract for the furnishing of all materials, tools and labor required to perform all necessary operations for the complete construction and erection of the super-structure of the North Halsted Street Bridge over the North Branch (Canal) including machinery, locks, electrical equipments, operators' houses, etc., necessary to operate the bridge according to plans and specifications now on file in the office of the Department of Public Works of the City of Chicago.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

ALSO,

The following communication, which was placed on file:

MAYOR'S OFFICE,
February 4, 1907.

To the Honorable, the City Council:

GENTLEMEN—In accordance with the resolution adopted by your Honorable Body on January 21st last, I beg to report that I have appointed the following as the representatives of the City Council of the City of Chicago on the committee charged with evolving a plan of equitable assessment alike to the park systems of the city, the City of Chicago and abutting property owners for the improvement of streets abutting upon public parks:

Ald. Beilfuss, Chairman,
Ald Herlihy,
Ald. Fisher,
Ald. Snow,
Ald. Jacobs.

These representatives of the City Council, in accordance with Senate Resolution No. 2, which has been adopted by the General Assembly of Illinois, are to serve on this committee with five members

each of the Senate, House of Representatives and the various park boards.

Respectfully,

E. F. DUNNE,

Mayor.

ALSO,

The following communications:

MAYOR'S OFFICE,
February 4, 1907.

To the Honorable, the City Council:

GENTLEMEN—I transmit herewith a communication from the Secretary of the Board of Local Improvements concerning an order passed by your Honorable Body at the meeting of January 28, 1907, Council Proceedings 2819, directing the city authorities to stay the collection of warrants numbers 33841 and 34092, and all other warants covering the streets named in the order.

I am advised by the Corporation Counsel that it is not within my power to veto an order passed by your Honorable Body, and I would therefore suggest that inasmuch as the order in question is in direct conflict wtih Section 56 of the act concerning local improvements, and is therefore void, that your Honorable Body take the matter up again and give it further consideration.

Yours truly,

E. F. DUNNE,

Mayor.

BOARD OF LOCAL IMPROVEMENTS,
February 2, 1907.

Hon. Edward F. Dunne, Mayor.

DEAR SIR—At the Council meeting of January 28th, as appears from the Council Proceedings of that date, on page 2819, Alderman Cullerton presented an order, which was amended by Alderman Scully, directing that the collection of Warrants 33841 and 34092, being for the paving of 21st street, between Laflin street and Western avenue; 18th street, between Sangamon and Wood streets; 14th street, between Halsted and Wood streets, and Blue Island avenue, between 18th and 22d streets, be stayed until the completion of the work. I am directed by the Board to request Your Honor to veto this order, for the reason that the order is absolutely in conflict with Section 56 of the Board of Local Improvement Act, which act provides "That after the contract for the work shall have been entered into, or the bonds mentioned in this act issued, no judgment shall be vacated or modified, or any petition dismissed at a term subsequent to that at which the judgment was rendered, nor the collection of the assessment be in any way stayed or delayed by the Council or Board of Trustees, or Board of Local Improvements, or any officer of the municipality, without the consent of the contractor and bondholder." In all of these cases the contract has been let, work has been commenced and vouchers have been issued on account of work done and the consent of the contractor and bondholder has not been obtained. We therefore recommend that Your Honor veto this order.

Yours very truly,

JOHN A. MAY,

Secretary.

ALSO,

The following veto message:

MAYOR'S OFFICE,
February 4, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of January 28, 1907 (Council Proceedings, page 2836), amending Article II., Chapter 6, of the Revised Municipal Code of Chicago of 1905, which prohibits the scalping of tickets to theatrical performances, shows, exhibitions and other amusements for which an admission fee is charged, for the reason that as advised by the law department the ordi-

nance as it stands is unreasonable and void.

The ordinance makes it unlawful for any person who is not conducting or operating a place of amusement, to sell, at any price whatever, tickets of admission to theatrical performances, shows, exhibitions or other amusements for which an admission fee is charged, that are given or held at any place in the territory bounded by Lake Michigan, Chestnut street, Halsted street and Twelfth street, but does not prohibit such persons from selling tickets for performances, shows, exhibitions or other amusements given in other parts of the city. Unless there is some good, strong reason for this discrimination, and I can think of none, the ordinance is void, for it is not within the power of the city to make and enforce such unreasonable discrimination.

The ordinance makes it unlawful for a person conducting a place of amusement within that district to sell tickets at any place except his regular box office, while persons conducting places of amusement outside the district may sell at any place, even within that district. In my judgment this discrimination is unreasonable, and, this being so, the ordinance is void.

The ordinance is self contradictory in this,—it begins by declaring it to be unlawful for any person to sell an admission ticket at a premium, and by a later provision making it unlawful to sell such tickets at a premium "in or on any street, sidewalk, alley or public ground," impliedly authorizes sales at a premium if made within doors.

I have had prepared a substitute ordinance that I am advised meets all the objections that have been raised, and submit it herewith, with a recommendation that the vote by which the ordinance was passed be reconsidered, and that the substitute ordinance herewith submitted be passed without the usual reference to a committee.

Respectfully submitted,

E. F. DUNNE,
Mayor.

The following is the ordinance recommended by His Honor, the Mayor:

AN ORDINANCE

Amending Article 11 of Chapter VI. of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Article 11 of Chapter VI. of the Revised Municipal Code of 1905 be and the same is hereby amended by striking therefrom Section 121, and substituting therefor a section to be hereafter known as Section 121, which said section shall read as follows:

SECTION 121. **Scalping Forbidden.**) It shall be unlawful for any person or corporation to sell any ticket of admission to any theatrical, operatic or musical entertainment, except at the regular ticket office located upon the premises where such entertainment is to be given or held; provided that nothing in this ordinance shall be held or construed to prohibit the sale of tickets to entertainments, the proceeds of which are to be devoted to charitable purposes.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

Ald. Foreman moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Foreman moved to refer the ordinance recommended by His Honor, the Mayor, and the ordinance vetoed by His Honor, the Mayor, to the Committee on Judiciary.

Ald. Hunt moved as a substitute for

the foregoing motion that the ordinances be referred to the Committee on License.

The motion was lost.

The question recurring on the motion of Ald. Foreman to refer to the Committee on Judiciary, the motion prevailed.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds under ordinances, filed in his office since the last preceding meeting of the Council:

William Hirschfeld, ordinance of December 17th, 1906, switch track; Peter Hand Brewery Co., ordinance of January 15th, amended January 28th, 1907, switch track.

Which was placed on file.

ALSO,

The following communication, which was ordered published and placed on file:

CHICAGO, Illinois, February 4, 1907.

To the Honorable, the Mayor, and City Council of the City of Chicago:

GENTLEMEN—The Chicago Railways Company, a corporation duly incorporated under and by virtue of the general laws of the State of Illinois, and having as and for the object of its incorporation "to construct, own, purchase, lease or otherwise acquire street railroads in the City of Chicago and in the counties of Cook, Lake, McHenry, Du Page and Will, in the State of Illinois, and to operate the said railroads, owned, leased or otherwise acquired by it, with animal, cable, electric or other power authorized by law, and to own and enjoy all real and personal property necessary or proper for the prosecution of the business aforesaid," respectfully petitions your Honorable Body to grant by ordinance to said Chicago Railways Company, its lessees, successors and assigns, consent, permission and authority to locate, construct, reconstruct, maintain and operate its street railway in, upon and along the streets and public ways and portions thereof, in the said City of Chicago, hereinafter set forth under the title "Schedule of Streets," and on, along and across all bridges and viaducts, and each of them lying in or on or crossed by any of said streets and public ways, or portions thereof, and over and across and under the Chicago River and the North Branch and the South Branch thereof and any and all other waters in said State where crossed by any of said streets or public ways or said portions thereof; and also to locate, construct, reconstruct, maintain and operate all curves, crossings, turnouts, branch-offs, switches and connections within said streets and public ways and portions thereof, connecting and necessary and convenient to connect the tracks of said Company or to connect said tracks or any of them or said Company's tracks on private property with the tracks of other corporations, or with power houses, sub-stations, car houses, shops, yards and other property now used or hereafter required to be used in the operation of said Company's street railways under the charter and ordinance powers of said Company, and to erect, install and maintain all poles and wires necessary to be used in the operation of the said Company's street railways in, upon and along said streets, public ways and portions thereof, and in connecting the said Company's property, power houses and street railways; and to construct, maintain and operate all necessary and convenient tracks, not less than four, connecting the tracks on Lake street and the tracks on Madison street with the car houses, car shops, stables, power houses and yards now constructed, or hereafter to be constructed, on Lots one (1) and two (2) and sub-lots twenty-three (23), twenty-four (24) and twenty-five (25), in Parmley's subdivision of Lot three (3) of the Superior Court Partition of the east 30 acres of the west 40 acres of the S. W. ¼ of Section

eleven (11), Township thirty-nine (39) North, Range thirteen (13), East of the Third Principal Meridian.

Your petitioner will ask that form of ordinance reported by the Local Transportation Committee of the City Council of the City of Chicago to said City Council on the fifteenth day of January A. D., 1907, entitled "An ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago," or such other form of ordinance as said City Council shall deem proper.

In Witness Whereof, The Chicago Railways Company has caused these presents to be signed in its name by its Vice-President and attested by its Secretary and its corporate seal to be hereunto affixed this fourth day of February, A. D., 1907.

(SEAL) Chicago Railways Company,
By Henry A. Blair,
Vice President.

Attest:
William N. Eisendrath, *Secretary.*

The following is the

SCHEDULE OF STREETS.

Adams street, from State street to Center avenue.

Alley first south of Washington boulevard, between Western avenue and Campbell avenue, from Western avenue to the west line of Lot 67, in L. D. Boone's Addition, in Section 12-39-13.

Alley, first public alley lying west of Clark street and between Clark street and Orchard street, running northerly from Sherman place; from at or near Sherman place to north end of said alley.

Alley, first north-and-south public alley west of Sheffield avenue, lying between Wrightwood avenue and Lill avenue; from Wrightwood avenue to Lill avenue.

Armitage avenue, from Milwaukee avenue to Elston avenue.

Armitage avenue, from Milwaukee to 44th avenue.

Ashland avenue, from 31st street to Blue Island avenue.

Ashland avenue, from Blue Island avenue to 12th street.

Ashland avenue, from Lake street to Clybourn place.

Ashland avenue, from Fullerton avenue to Belmont avenue.

Ashland avenue, from Belmont avenue to Graceland avenue.

Austin avenue, from Desplaines street to Center avenue.

Belden avenue, from Racine avenue to Clifton avenue.

Belmont avenue, from Lincoln avenue to Robey street.

Blackhawk street, from Holt street to Noble street.

Blue Island avenue, from Harrison street to Western avenue.

Bryan place or Park street, from Randolph street to Lake street.

California avenue, from Chicago avenue to Elston avenue.

Canalport avenue, from Canal street to Halsted street.

Canal street, from Harrison street to Canalport avenue.

Center avenue, from Adams street to 21st street.

Center avenue, from Austin avenue to Erie street.

Center street, from Clark street to Lincoln avenue.

Center street, from Lincoln avenue to Racine avenue. Single track.

Chicago avenue, from Clark street to Kedzie avenue.

Chicago avenue, from 40th avenue to 48th avenue.

Clark street, from Washington street to Devon avenue.

Clinton street, from 12th street to Harrison street.
Clinton street, from Harrison street to Milwaukee avenue.
Clybourn avenue, from Division street to Belmont avenue.
Clybourn place, from Ashland avenue to Wood street.
Clybourn place, from Ashland avenue to Elston avenue.
Colorado avenue, from Madison street to 40th avenue.
Dearborn street, from Kinzie street to Polk street.
Desplaines street, from Harrison street to Austin avenue.
Dewey court, from Clark street west to private property on the south side of said Dewey court at a point not to exceed 100 feet west of Clark street.
Division street, from State street to two hundred (200) feet west of California avenue.
Eighteenth street, from State street to Leavitt street.
Erie street, from Center avenue to Ashland avenue.
Evanston avenue, from Diversey boulevard and a connection with the tracks on Clark street to Halsted street and thence on Halsted street and Evanston avenue to Graceland avenue.
Fifteenth place, from Jefferson street to Canal street.
Fifth avenue, from 12th street to the center of the Chicago River and thence north on and along Wells street to Clark street.
Fortieth avenue, from Grand avenue to North avenue.
Fortieth avenue, from Madison street to Lake street.
Fortieth avenue, from 22nd street to Ogden avenue.
Fourteenth street, from Canal street to Robey street.
Franklin street, from Harrison street to Washington street.
Franklin street, from Washington street to Lake street.
Fullerton avenue, from Lincoln avenue to Milwaukee avenue.
Fullerton avenue, from Milwaukee avenue to 40th avenue.
Garfield avenue, from Lincoln avenue to Racine avenue. Single track.
Graceland avenue and Irving Park boulevard, from Evanston avenue to Ashland avenue.
Grand avenue, from middle of North Branch of Chicago River to 40th avenue.
Grand avenue, from 51st and Armitage avenues and connecting with the tracks on Grand avenue, northwesterly to Fullerton avenue; west on Fullerton avenue to Grand avenue; northwesterly on Grand avenue to 72nd avenue.
Halsted street, from the middle of the South Branch of the Chicago River to Evanston avenue, connecting over Evanston avenue and Halsted street with Graceland avenue.
Harrison street, from State street to Kedzie avenue.
Harrison street, from Kedzie avenue to 40th avenue.
Holt street, from Blackhawk street to North avenue.
Illinois street, from Clark street to Market (or Orleans) street.
Indiana street, from State street to middle of North Branch of Chicago River.
Irving Park boulevard, from Clark street to Ashland avenue.
Jefferson street, from Madison street to Washington street.
Jefferson street, from Van Buren street to Meagher street (or 15th place).
Kedzie avenue, from 12th street to Chicago avenue.
Kinzie street, from State street to Market (or Orleans) street.
Lake street, from Wabash avenue to State street.
Lake street, from State street to 48th avenue.
Larrabee street, from Chicago avenue to Lincoln avenue.

La Salle avenue and La Salle street, from Illinois street, through La Salle street tunnel to Monroe street.
La Salle street, from Monroe street to Adams street.
Leavitt street, from Blue Island avenue to 18th street.
Lincoln avenue, from Center street to Belmont avenue.
Madison street, from State street to 40th avenue.
Market (or Orleans) street, from Kinzie street to Chicago avenue.
Market (or Orleans) street, from Chicago avenue to Division street.
Meagher street or 15th place, from Canal street to Jefferson street.
Michigan street, from State street to Clark street.
Michigan street, from Wells street to Market (or Orleans) street.
Milwaukee avenue, from Lake street to Logan square.
Monroe street, from Franklin street to La Salle street.
Monroe street, from La Salle to Dearborn street.
Monroe street, from Dearborn street to State street.
Noble street, from Milwaukee avenue to Blackhawk street.
North avenue, from Clark street to 46th avenue.
North avenue, from 46th avenue to 48th avenue.
Ogden avenue, from Randolph street to 40th avenue.
O'Neill street, from Halsted street to six hundred (600) feet west of Halsted street.
Orleans street, from Kinzie street to Chicago avenue.
Orleans street, from Chicago avenue to Division street.
Paulina street, from Twelfth street to Lake street.
Polk street, from Dearborn street to State street.
Polk street, from 5th avenue to Canal street, including approaches to and on 5th avenue.
Racine avenue, from Clybourn avenue to Fullerton avenue. Single track.
Randolph street, from State street to Union Park and Lake street.
Randolph street, from Michigan avenue to State street.
Robey street, from Blue Island avenue to Elston avenue.
Robey street, from Belmont avenue to Rosoce street.
Roscoe street, from Robey street to Western avenue.
Sangamon street, from Adams street to Austin avenue.
Sedgwick street, from Chicago avenue to Division street.
Sedgwick street, from Division street to Center street.
Sheffield avenue, from Lincoln avenue to Clark street.
Southport avenue, from Clybourn place to Clark street.
State street, from Polk street to Madison street.
State street, from Madison street to Lake street. Double track in the space occupied by present west and middle tracks.
State street, from Lake street to Division street.
Taylor street, from 5th avenue to Western avenue, including approaches to and on 5th avenue.
Twelfth street, from Wabash avenue to 40th avenue.
Twenty-first street, from Halsted street to Douglas Park (or Marshall) boulevard.
Twenty-second street, from Ogden avenue to 40th avenue.
Twenty-fifth (or Coulter) street, from Leavitt street to Irving avenue.
Twenty-sixth street, from Western avenue to 40th avenue.
Van Buren street, from State street to Kedzie avenue.
Van Buren street tunnel approaches, and through the Van Buren street tunnel, from Clinton street to Franklin street.

Washington street, from State street to Desplaines street and through Washington street tunnel.

Washington street, from Wabash avenue to State street.

Webster avenue, from Lincoln avenue to Racine avenue. Single track.

Western avenue, from Blue Island avenue to Elston avenue.

Western avenue, from Roscoe street to Lincoln avenue.

Wrightwood avenue, from Lincoln avenue west to thirty-three (33) feet west of first north-and-south alley west of Sheffield avenue.

From Sheffield avenue, north of Lincoln avenue, over property belonging to the Company to Lincoln avenue.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

CITY COLLECTOR'S OFFICE,
February 4, 1907.

To the Hon. Edw. F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,
JOHN E. TRAEGER,
City Collector.

Bohemian Benev. Society, 592 18th street.

St. Martin Society, 14 Will street.

St. Paul Society, 106-108 De Koven street.

Five Grispo Girls Aid Society, 106-108 De Koven street.

St. Joseph Society, 60 Augusta street.

Sobieski Society, 494 Noble street.

Sloboda Slovanska, 494 Noble street.

Metal Workers' Union, 494 Noble street.

Boh. Metal Union No. 6, 585 South Centre avenue.

Croatien Tradesman's Society, 585 South Centre avenue.

Lodge Svatopluk No. 1108, K. & L. of H., 720 Allport street.

Duer Sw. Kaunieli F. K. L., 1800 West 48th street.

Hungarian Socialist Benev. Society, 2503 Kensington avenue.

Italian Benevolent Society, 2503 Kensington avenue.

Lilly of the West, I. O. O. F., 1168 West 12th street.

Lincoln Ct. No. 65, Tribe of Ben Hur, 1115 West 12th street.

Grand Crossing Turner Society, 75th and Dobson avenue.

Hungarian Musical Society, 842 Clybourn avenue.

Cong. Anshe Kalvaria, 50 Throop street.

Polonia Socity, 63 Emma street.

Bellville Liederkranz, 5259 South Ashland avenue.

Gesang Verein Frohsinn, 3143-7 State street.

Bohemian Bricklayers' Ben. Society, 612 West 18th street.

Boh. Workingmen's Singing Society Hlohol, 851-5 South Ashland avenue.

Sawyer League of Chicago, 1116 South Kedzie avenue.

Cigar Makers' Union No. 14, Peck court and Wabash avenue.

Zensky Ev Spolek, 756 South Jefferson street.

Lithuanian Alliance of Am., Branch No. 36, 3143 State street.

Louisa Ladies Society, 3700 Wentworth avenue.

Frotschritt Lodge, 10459 Avenue M.

Parmelee Transfer Co. Employes' Ben. Assn., 447 West Taylor street.

Senefelder Liederkranz, 257 North Clark street.

Verdaudi Lodge No. 3, I. O. V., 1630 North Clark street.

Society Thor, 324 East Division street.

Spolek Antonian, 590 West 18th street.

Blue Point Benev. Assn., 590 West 18th street.

Aleksandera Ferdy Society, 8400 Bufralo avenue.

Bohemian United Catholic Societies, 4700 Winchester avenue.

Zion Social Club, 444 West Taylor street.

Standard Polak No. 54, 1110 North Robey street.

St. George's Society, 9601 Ewing avenue.

Tow. Polek Leszek Biaty N. Amer. No. 28, 861 Wolfram street.

St. George Military Society, 684-6 West 17th street.

Ct. Englewood No. 1009 K. L., 1148 West 63d street.

Tom Kr. Wl. Jagielly, 2035 West 47th street.

Polish Sharpshooter Co. No. 4 Society, 32-4 Emma street.

Polish Bakers' Union, 32-4 Emma street.

Wm. A. Harper Lodge, O. C. K., 5324 State street.

Danish Hundredman Society, 901 North Washtenaw avenue.

D. D. Kirsari Ct. No. 4, H. F. S., 456 31st street.

Chicago Lodge No. 17, Danish Brotherhood, 876 North Artesian avenue.

Turn Verein Einikeit, 712-14 Blue Island avenue.

Bayerish Amerikanisher Verein, 34th and Halsted street.

Spol. Zen Sv. Anezky, 23d street and Sawyer avenue.

Dvur Jan Hus, 3000 Union avenue.

Turn Verein Vorwaerts, 1168 West 12th street.

Polish Shoemaker Society, 876 Milwaukee avenue.

Koerner Mannerchor, 1993 North Ashland avenue.

Butcher and Grocery Clerks' Assn., 673-7 Larrabee street.

Minuet Ben. Aid Society, 1351 Diversey boulevard.

Hebrew School of Lake View, Diversey and Sheffield avenue.

Sokol Polski, Branch No. 8, 3310 South Morgan street.

Rad Caslav, No. 20, C. S. B. P. J., 400 West 18th street.

Society Iduna, 3143 South State street.

Kranken U. Verein, 53d street and Ashland avenue.

Roosevelt Frauen Verein, 200 West Division street.

Wicker Park Benev. Assn., 200 West Division street.

Home Lodge No. 272, O. B. A., 50 Throop street.

Teutonio Frauen Verein, 501 West North avenue.

Deutcher Frauen Verein, North avenue and Halsted street.

Rad. Ottakor No. 47, C. S. P. P. J., 100 Wade street.

Bowenwell Camp No. 1056, M. W., 2494 Lincoln avenue.

Sbor Krajanu Zdeneckych, 683 Loomis street.

Schleswig Holsteiner Saengerbund, 501 West North avenue.

Lily Political League, 35th and Indiana avenue.

Milk Wagon Drivers' Union, Local No. 753, Wabash avenue and Peck court.

Department Store Delivery Wagon Drivers, Peck court and Wabash avenue.

Sokol Polski, Town of Lake No. 2, 4843 Centre avenue.

Club Bohemia, 621 Blue Island avenue.

Clan Na Gael Guard, Green and Harrison streets.

Peoples Hospital Movement Assn., 3143-7 State street.

Richard Wagner Maennerchor, 574 Armitage avenue.

Motejan Walouczanko Society, 3119 South Morgan street.

Wisun Szventun Lithuanian Benefit Society, 3119 South Morgan street.

Vorwarts Mannerchor, 6058 Morgan street.

Kosciuszko Turners, 8400 Buffalo avenue.

Alpine Gun Society, 2360 West Harrison street.

The Siegles Sick and Aid K. O. T. M., 274 31st street.

Treue Echwestern Lodge No. 6, 241-7 Clybourn avenue.

Ind. Citizens Club of 24th Ward, 701 East Belmont avenue.

Plattdeutsche Gilde L. V. No. 3, 701 East Belmont avenue.

Plattdeutsche Gilde No. 33, 3421 South Halsted street.

The Alpine Benev. Assn., 162 North Clark street.

N. Chicago Deutscher Genegn Unter. Verein, 519 Larrabee street.

Circola Di. Beneficia Za. G. Marconi, 257 North Clark street.

Chgo. Elevator Conductors and Starters' Union, 444 West Taylor street.

Brotherhood Society, No. 541, Pol, Nat. Al., 125 Front street.

Ct. New City F. No. 4121, 5360 Western avenue.

Hanson Pk. Benefit Assn., 3361 Grand avenue.

Chgo. Edison & Commonwealth Elec. Co. Employes, Washington and Curtis street.

St. Casimir Singing Society, 22d and Troy streets.

Dovre Lodge No. 18, R. H. K., 907 North California avenue.

St. Ann's Ct., M. M., C. O. F., Hoyne avenue and 19th street.

First Basarabia and Kishineff Aid Society, 368 West 12th street.

Kalafuna Gun Club, 1335 South 40th court.

Victoria Lodge No. 2, 1201-03 North avenue.

Chicago Benevolent Assn., Centre avenue and Taylor street.

North Side Milk Dealers' Assn., North avenue and Halsted street.

Chicago Bayern Verein, Sedgwick street and North avenue.

North Star Lodge No. 153, 1400 Clybourn avenue.

Hamburger Society, 876 Milwaukee avenue.

Kiugi Court No. 12, 876 Milwaukee avenue.

Master Plumber Association, 876 Milwaukee avenue.

Fritz Reuter Verein, 710 Blue Island avenue.

Johnson Troupe of Turners, 162 North Clark street.

Harmonia Lodge No. 22, I. O. O. F., 876 Milwaukee avenue.

Red Feather Benevolent Assn., 48th and Honore streets.

Twentieth Century Bowling Assn., Wisconsin and Larrabee streets.

Confectioners' Benevolent Assn., 257 North Clark street.

Bohemian Liquor Dealers' Assn., 823 South Ashland avenue.

No. End German Dem. Club of 30th Ward, 40th and State street.

Lodge Neruda, 400 West 18th street.

Severyny Duchinski Society, 876 Milwaukee avenue.

Pulaski Ct., C. O. F. 100 North Blackhawk street.

United Assn. of Commercial Clerks, Peck court and Wabash avenue.

Ct. Wheeler No. 3984, I. O. F., 2108 West 12th street.

Bernatz Benevolent Assn., 686 West Taylor street.

West Chicago Wirth Verein, 18th and Ashland avenue.

Patronat Ladimir Klacel Society, 990 West 19th street.

St. Elizabeth Relief and Aid Society, 876 Milwaukee avenue.

Unterstutzung Verein Lustiger, North avenue and Sedgwick street.

CITY COMPTROLLER.

The Clerk presented from the City Comptroller the Departmental and Comptroller's estimates for the year 1907, which were

Referred to the Committee on Finance.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented the following communication from the Commissioner of Public Works, which was referred to the Committee on Finance:

DEPARTMENT OF PUBLIC WORKS,
February 4, 1907.

The Honorable, City Council.

GENTLEMEN—Your Honorable Body was pleased, at its meeting January 21, 1907, Council Proceedings 2761, to pass an order requiring the Commissioner of Public Works to report the reasons for the delay in letting the contract for the construction of Section three, Southwest Land Tunnel.

I have the honor to submit the following:

On the 3rd of November, 1906, bids for the construction of Section three were opened and upon December 31, 1906, the contract for constructing that section was awarded to Joseph Hanreddy, who was the lowest bidder. Mr. Hanreddy signed the contract, but the bond he tendered was rejected by me because it was not properly executed by the surety and because, in my judgment, there should be more than one surety on the bond in the penal sum of $1,500,000.

The next lowest bidder is the Jackson & Corbett Company.

While the bid of the Jackson & Corbett Company exceeded that of Hanreddy I am advised by the Engineering Department that owing to the advance in the cost of materials it is very probable that upon a readvertisement of the work the bids would not be any lower than that submitted by Jackson & Corbett Company.

I submit the matter to your Honorable Body with the request that you advise me of your wishes, and if it is your pleasure that the contract be awarded to the Jackson & Corbett Company that will be done.

Respectfully submitted,

WM. L. O'CONNELL,

Commissioner of Public Works.

ALSO,

The following communications:

DEPARTMENT OF PUBLIC WORKS,
February 4, 1907.

To the Honorable, the Mayor and City Council.

GENTLEMEN—Regarding the order of your Honorable Body of January 28, I beg to submit herewith a report from the Superintendent of Streets concerning the occupancy of alley in rear of the Burton Mfg. Company.

Very respectfully,

WM. L. O'CONNELL,

Commissioner.

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, February 2, 1907.

Mr. Wm. L. O'Connell, Commissioner of of Public Works.

DEAR SIR—Returning herewith your communication of January 31st, requesting a report as to the right of the Burton Manufacturing Company to occupy the alley in rear of the northwest corner

of Centre avenue and 21st street, as per Council order of January 28th, page 2818 of Council Proceedings of said date, I beg to call your attention to accompanying report of H. V. McGurren, Chief Clerk of the Bureau of Compensation.

Yours truly,

M. J. DOHERTY,

Superintendent of Streets.

BUREAU OF COMPENSATION,
February 2, 1907.

Mr. M. J. Doherty, Supt. of Streets.

DEAR SIR—In answer to the attached correspondence, beg to state that contract was entered into by this bureau with the J. Burton Company, April 12th, 1906, allowing the said Burton Company to excavate for and construct a vault 72 1-6 feet in length, 16 feet in width and 15 feet in depth under the alley adjoining 673, 5 and 7 South Centre avenue. This contract was executed under the sub-sidewalk ordinance, the compensation being $10.00 per annum, the minimum rate allowable under same, based on the assessed value of the abutting property. In addition to this, Burton & Company were compelled to put in a first-class asphalt and concrete pavement over the vault, which probably cost in the neighborhood of $200 or $300.

Mr. Galligan assured me that at the time he had a verbal opinion from the Corporation Counsel's office to the effect that he had the authority to execute that contract. No work was done by Burton & Company until about the following September, when complaint was made to the Commissioner by Alderman Hurt of the Tenth Ward, who requested that the work be stopped. This was done by Officer Sullivan and a representative of Burton & Company called to see Mr. O'Connell and agreed to make satisfactory arrangements with the abutting property owners. This was not done, however, and shortly after a bill was filed before Judge Windes, asking for an injunction restraining the city from interfering in any way. Assistant Corporation Counsel Wade represented the city in these proceedings. Judge Windes decided that under the sub-sidewalk ordinance the city had the right to issue that permit and made the injunction permanent. Mr. Wade was advised by Mr. Barge not to appeal the case, as the Corporation Counsel's office preferred making an appeal under the Borden case should the decision be rendered against them. The Borden case is the one which was originated to test the legality of this ordinance.

Yours truly,

H. V. MCGURREN,

Chief Clerk.

With reference to the foregoing communications, Ald. Scully moved that the Corporation Counsel be requested to report to the Council whether in his opinion the city should appeal from the decree of the Circuit Court in the Burton case.

The motion prevailed.

BOARD OF LOCAL IMPROVEMENTS.

The Clerk presented a list of assessment rolls filed by the Board of Local Improvements in the County Court February 1, 1907,

Which was placed on file.

ALSO,

An ordinance establishing the grade of sundry streets.

Which was, by unanimous consent, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Ja-

cobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works and ordinance establishing elevations of bench monuments numbers 83 to 96 inclusive, having had the same under advisement, begleave to report and recommend the passage of the following ordinance as submitted:

AN ORDINANCE

Establishing the number to be given to certain concrete standard bench monuments herein described; their location in sundry streets in the City of Chicago, County of Cook and State of Illinois; and the exact elevation above city datum of the bench point in each monument; said bench point being the top of the copper rod showing at the surface of the concrete under the iron cover.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That concrete standard bench monuments, numbered 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95 and 96 be and the same are hereby described, located and established as follows, to-wit:

Monument Number Eighty-three (83), located at a point four (4) feet east of the west line of South Western avenue and three (3) feet south of the south line of West 21st place; the bench point thereof (or top of copper rod showing at the surface of the concrete, under the iron cover), having an elevation of thirteen and six hundred and sixty-eight thousandths (13.668) feet above city datum.

Monument Number Eighty-four (84), located at a point nine and one-half (9½) feet west of the east line of South Western avenue and eighty-nine and one-half (89½) feet north of the north line of Marshall boulevard; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of ten and four hundred and ninety-three thousandths (10.493) feet above city datum.

Monument Number Eighty-five (85), located at a point eight (8) feet east of the west line of South Kedzie avenue and eight (8) feet north of the north line of West 31st street, the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of eleven and six hundred and eighty-five thousandths (11.685) feet above city datum.

Monument Number Eighty-six (86), located at a point ten (10) feet west of the east line of South 40th avenue and seven (7) feet north of the north line of West 31st street; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of thirteen and six hundred and fifty-seven thousandths (13.657) feet above city datum.

Monument Number Eighty-seven (87), located at a point ten (10) feet north of the south line of West 39th street and two and one-half (2½) feet east of the west line of South Ashland avenue (pro-

duced from the south), the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and four hundred and twenty thousandths (12.420) feet above city datum.

Monument Number Eighty-eight (88), located at a point nine and one-half (9½) feet west of the east line of South Emerald avenue and two and one-half (2½) feet north of the north line of West 47th street, the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and two hundred and forty-three thousandths (12.243) feet above city datum.

Monument Number Eighty-nine (89), located at a point ten (10) feet south of the north line of West 39th street and twenty-three (23) feet west of the west line of South Artesian avenue (produced from the south); the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and eight hundred and twenty-six thousandths (12.826) feet above city datum.

Monument Number Ninety (90), located at a point nine and three-tenths (9.3) feet west of the east line of South Marshfield avenue and thirteen and one-half (13½) feet north of West 47th street; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of fourteen and five hundred and eighty-seven thousandths (14.587) feet above city datum.

Monument Number Ninety-one (91), located at a point nine and one-half (9½) feet east of the west line of South Western avenue and twenty-eight and one-half (28½) feet north of the north line of West 47th street; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of eleven and eight hundred and seventy-six thousandths (11.876) feet above city datum.

Monument Number Ninety-two (92), located at a point twelve (12) feet east of the west line of South Peoria street and twenty-five and one-half (25½) feet north of the north line of Garfield boulevard; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and eight hundred and four thousandths (12.804) feet above city datum.

Monument Number Ninety-three (93), located at a point ten and three-tenths (10.3) feet west of the east line of South Marshfield avenue and twenty-eight and eight-tenths (28.8) feet north of the north line of Garfield boulevard; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and five hundred and sixty thousandths (12.560) feet above city datum.

Monument Number Ninety-four (94), located at a point six (6) feet south of north line of West 54th street and twenty-three (23) feet east of the east line of South Artesian avenue; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of fifteen and six hundred and thirteen thousandths (15.613) feet above city datum.

Monument Number Ninety-five (95), located at a point seventeen and one-half (17½) feet west of the east line of Wabash avenue and thirty-nine and three-tenths (39.3) feet north of the north line of 63d street; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cov-

er), having an elevation of twenty-two and one hundred and ten thousandths (22.110) feet above city datum.

Monument Number Ninety-six (96), located at a point twelve (12) feet west of the east line of South Green street and twenty-eight (28) feet south of the south line of West 63d street; the bench point thereof (or top of copper rod showing at the surface of the concrete, under the iron cover), having an elevation of fifteen and eight hundred and fifty-six thousandths (15.856) feet above city datum.

SECTION 2. The height as above fixed shall refer in each and every case to the bench point, or top of copper rod in each monument, that shows at the surface of the concrete under the iron cover, and shall be measured from the plane of low water in Lake Michigan of A. D. eighteen hundred and forty-seven (1847), established by the Board of Trustees of the Illinois and Michigan Canal; adopted by the late Board of Public Works of the City of Chicago, County of Cook and State of Illinois, and now represented by the ordinance of July eleventh (11th) A. D. eighteen hundred and ninety-eight (1898) relating to the corrected elevation of the old Lind Block bench mark above city datum.

SECTION 3. This ordinance shall be in force from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred the following resolution:

WHEREAS, The City Council of the City of Chicago on January 15th, 1907, passed the following resolutions:

"*Resolved,* That 100,000 copies of a petition in the following form be printed forthwith by and at the expense of the City of Chicago:

To the Board of Election Commissioners of the City of Chicago:

We, the undersigned, registered voters of the City of Chicago, respectfully petition that the following question of public policy be submitted to the voters of the City of Chicago, at the regular election to be held in and for the said City of Chicago on the first Tuesday in April, A. D. 1907:

PROPOSED QUESTION OF PUBLIC POLICY.

For the approval of ordinances substantially in the form of pending ordinances (reported to the City of Council of the City of Chicago on January 15th, A. D. 1907), authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said City, and providing for the purchase thereof by the said City or its licensee.

NAME.	ADDRESS.

Be it further resolved: That copies of these petitions be placed in the public offices of the City of Chicago, and be distributed by the Mayor and the members of the City Council and the heads of the departments of the city government to such persons as may wish to sign the same or circulate the same for signatures;

Be it further resolved, That the ordinances hereinabove referred to, being the ordinances reported to the City Council of said City by its Committee on Local Transportation on the 15th day of January, A. D. 1907, be placed on final passage by

the City Council after (but not before) the 2d day of February, A. D. 1907, and that if, on said date, the above mentioned petition has been signed by the requisite number of legal voters to entitle the question of public policy therein set forth to be submitted to the voters of said city at the election to be held therein on the 2d day of April, 1907, and has been filed with the Board of Election Commissioners of said City, then and in that event the said ordinances shall be then placed on passage, after being amended by inserting therein a provision that such ordinances, respectively, shall not take effect unless and until a majority of the votes cast upon said question of public policy at the said election shall be in the affirmative."

And Whereas, In pursuance of said resolution, petitions have been and are still being circulated; and

Whereas, It is charged in the public press that many of the names upon said petitions are not *bona fide* voters and have not been signed by the persons whose signatures they purport to be; now, therefore, be it

Resolved, By the City Council of the City of Chicago, that the Board of Election Commissioners be and it is hereby requested, immediately upon the filing of said petition, to investigate the same and to ascertain whether it conforms to the requirements of the Public Opinion Law; and be it further

Resolved, That the Finance Committee make provision in the next appropriation bill for the payment of the work of making such investigation."

having had the same under advisement, beg leave to report, that the expense of carrying out the investigation contemplated by the resolution will cost from $10,000 to $15,000.

Frank I. Bennett,
Chairman.

Also,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

Chicago, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of Timothy Caddigan, Thomas McPhillips, David Keyes and William Teehan, for compensation for personal injuries, having had the same under advisement, beg leave to report and recommned the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following named persons in the amounts set opposite their names, and the Comptroller is ordered to pay the same from the Water Fund, said vouchers to be in full of all claims of whatever kind or nature arising from or growing out of injuries received by the said persons on the dates named, provided that said vouchers are not to be issued nor payments made thereon until the persons named have signed releases of all claims for injuries received on the dates stated:

Timothy Caddigan, injured July 18, 1906, W. P. Extension	$ 52.50
Thomas McPhillips, injured August 1, 1906, Springfield Avenue Pumping Station	100.00
David Keyes, injured October 23d, 1906, W. P. Extension	100.00
William Teehan, injured October October 25th, 1906, W. P. Extension	108.75

Frank I. Bennett,
Chairman.

Also,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 4th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works regarding claim of Patrick Fedigan for injuries received in intercepting sewer work, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher, in accordance with his recommendation of January 31st, 1907, attached hereto, to Patrick Fedigan in the sum of thirty-eight and fifty one-hundredths dollars ($38.50), same to be in full of all claims for injuries received on December 14th, 1906, at Lawrence avenue Pumping Station, and the Comptroller is ordered to pay the same from appropriations for intercepting sewers.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 4th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Fiannce, to whom was referred communication from the Commissioner of Public Works in regard to extension of time for the completion of contract of James A. Brady Foundry Company, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with the James A. Brady Foundry Company to extend the time for the completion of contract with said Company for furnishing castings to the city, to December 22nd, 1906, in occordance with his request and recommendation of January 30th, 1907, attached hereto.

FRANK I. BENNETT,
Chairman.

The following communication accompanied the foregoing report:

DEPARTMENT OF PUBLIC WORKS,
January 30, 1907.

To the Honorable, the Committee on Finance.

GENTLEMEN—I transmit herewith a communication from the James A. Brady Foundry Co., also a communication from the Monarch Iron Works, relative to unavoidable delays on the contract with said Brady Company for the furnishing of castings to the city.

In this connection I beg to submit a report from Engineer in Charge, W. A. Shaw, stating that deductions to the amount of $855 as forfeitures were made from said Brady Company's contract, but that said company did not discommode the city in any way as they succeeded in making deliveries sufficiently fast enough to take care of all demands made upon them.

In view of this I respectfully recommend that an order be passed allowing the Commissioner of Public Works to extend said company's contract to December 22, 1906, and directing that the sum of $855 be refunded to said company.

Very truly yours,
WM. L. O'CONNELL,
Commissioner.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 4th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom

was referred claims of Louis Deike, Mrs. Marooney and others, for rebate of special assessment under warrant 22947, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Board of Local Improvements be and it is hereby authorized and directed to cause rebates to be paid to the following named persons, of special assessments paid for laying water supply pipes on Sixteenth street under warrant 22947, and when rebate vouchers, properly approved by said Board of Local Improvements, have been made, the Comptroller shall pay the same from the Water Fund:

Louis Deike,
Mrs. Marooney,
James McNally,
Susan Webb,
John Hillis.

Certificate of deposit for redemption, County Clerk's certificate of issuance of deposit of redemption and two original special assessment receipts, covering the above mentioned payments, are attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 4th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of Peter Cooney, Michael T. Haley, James A. Wetzel, Nora Callahan, Thomas Callahan, John Callahan, Patrick McCarthy and M. J. and J. Donohue, John Shaw and Peter Van Vlissingen, for settlement of suits for damage to property by reason of the building of the Thirty-ninth street intercepting sewer, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgments to be taken against the city in favor of the following named persons in the amounts set opposite their names, provided that such settlements can be carried through without prejudice to the rights of the city under the agreement of the Chicago Star Construction and Dredging Company, guaranteed by the National Surety Company, to pay all such damages as may be suffered by the city on account of the construction of the Thirty-ninth street intercepting sewer, said judgments to be allowed in the several suits heretofore brought against the city as follows:

In the Superior Court: Cooney vs. City. Van Vlissingen vs. City. In the Circuit Court: Shaw vs. City. Donohue vs. City. Nora Callahan vs. City. Thomas Callahan vs. City. John Callahan vs. City. Haley vs. City. Wetzel vs. City. McCarthy vs. City.

In allowing these judgments the Corporation Counsel shall take such action as is necessary to save the city's rights against the Chicago Star Construction and Dredging Comapny and the National Surety Company, which is on the bond of the dredging company.

Peter Cooney	$1,000.00
Michael T. Haley	500.00
James A. Wetzel	750.00
Nora Callahan	500.00
Thomas Callahan	925.00
John Callahan	1,000.00
Patrick McCarthy	500.00
M. J. and J. Donohue	850.00
John Shaw	500.00
Peter Van Vlissingen	500.00

This action is taken in accordance with the several opinions and recommendations of the Corporation Counsel attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee, to whom was referred claim of Thomas F. Daly, et al., for refund of special assessments; Alois Vana, for injuries to horse and damage to wagon (adverse recommendation of the City Attorney and sub-committee attached); claim of John Cook and Axel T. Engwall, for use of mechanical device for handling and controlling nozzle of water hose (adverse recommendation of the Corporation Counsel attached); Oscar T. Windsey for special assessment refund, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LOCAL TRANSPORTATION.

The Committee on Local Transportation submitted the following report, which was, on motion of Ald. Werno, deferred and ordered published:

CHICAGO, Feb. 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Local Transportation, to whom was referred an order for the re-routing of cars on West 21st street, having had the same under advisement, beg leave to report and recommend that the order be passed:

Ordered, That the Superintendent of Transportation be and he is hereby directed to take up the matter in reference to re-routing the West 21st street cars with the Chicago Union Traction Company.

CHARLES WERNO,
Chairman.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, January 29, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred two ordinances licensing and regulating second-hand dealers, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE.

Amending Section 2030 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2030 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"2030. Dealing Without License Prohibited.) No person shall keep a place for the purchase or sale of second-hand clothing, second-hand household goods, second-hand counters, shelving, showcases, store and office fixtures, boilers, engines, belting, pulleys, motors, dynamos, electrical apparatus, machinery, watches, jewelry, precious stones, typewriters, cash registers, bicycles, furs, or other second-hand article of any kind or description, nor shall any person trade, barter, deal in, or carry on the business of dealing in any such second-hand articles as hereinbefore described without being specially licensed for such purpose; and any license issued under the provisions of this article shall designate the house or place in which the person so licensed shall carry on the business for which he is licensed; and such business shall not be carried on or conducted in any other place than that designated in and by such license; provided, however, that the provisions of this article shall not apply to any dealer who takes an old article in exchange as part payment for a new article of a similar character which is of greater value than

the old article exchanged; and provided, further, that the provisions of this article shall not apply to any dealer whose transactions in second-hand goods are limited to articles originally sold by him and taken back, with or without process of law, by reason of the non-payment of the purchase money. No person licensed under the provisions of this article shall be permitted to solicit business in any of the articles named herein upon any street or public highway in the city. Any person violating any of the provisions of this section shall be fined not less than fifty dollars nor more than two hundred dollars for each offense."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

WILLIAM E. DEVER,
Chairman.

GAS, OIL AND ELECTRIC LIGHT.

The Committee on Gas, Oil and Electric Light submitted the following report:

CHICAGO, January 30, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Gas, Oil and Electric Light, to whom was referred a communication from the Coroner of Cook County in re Safety Gas Burners in Hotels, Lodging Houses, etc., having had the same under advisement, beg leave to report and recommend that the said communication be placed on file, and the accompanying communications be published.

LINN H. YOUNG,
Chairman.

Ald. Young moved to concur in the report.

The motion prevailed.

The following are the communications:

DEPARTMENT OF ELECTRICITY,
CHICAGO, January 30, 1907.

Hon. A. D. Williston, Chairman Sub-Committee Gas, Light and Oil.

MY DEAR ALDERMAN—Hereto attached you will please note communication from the County Coroner, addressed to the City Council which was referred to me by your committee for investigation and recommendation. I desire to inform your Honorable Body, that I have made an investigation as ordered, and find that there are a large number of patented burners on the market designed to act as automatic shut-off appliances. After having submitted these various burners to an expert gas engineer, I have his opinion that on account of the complicated mechanical construction of these various burners, they are apt to get out of order and are not a positive protection. In my opinion the only absolute protection is the installation of electric light in rooming houses and hotels where these deaths are reported to occur. I submit herewith an estimate from the Chicago Edison Company as to the cost of installing electric light.

Respectfuly submitted,
EDW. R. DIEDERICH,
Gas Inspector.

COOK COUNTY CORONER'S OFFICE,
CHICAGO, October 8, 1906.

To the Honorable the City Council, City of Chicago.

GENTLEMEN—Since my tenure of office there have been 125 deaths caused by accidental asphyxiation by gas. Since I have been in office I have been trying to make recommendations and suggestions that would have a tendency at least to reduce the number of deaths from various causes and accidents. I have been informed there are a number of safety gas burners on the market that if installed in hotels and lodging houses that burn gas for lighting pur-

poses would, in my estimation, at least reduce the number of deaths caused by accidental asphyxiation. In view of this fact I believe it would be a humane act for the Council of the City of Chicago to pass an ordinance compelling hotels and lodging houses as aforesaid, to install a safety gas burner of some kind that has proven to be a lifesaver, for the purpose above mentioned. I would therefore suggest that if your Honorable Body concur with me, that this matter be taken up at your very earliest convenience and an ordinance passed as above mentioned, believing that it is in the interests of humanity that this be done.

Respectfully yours,
PETER M. HOFFMAN,
Coroner.

CHICAGO EDISON COMPANY,
CHICAGO, December 20, 1906.

E. J. Diederich, City Gas Inspector, City Hall, Chicago.

DEAR SIR—In answer to your request of some few days ago regarding the cost of wiring incandescent lamps, I would say that I have made inquiries of our estimating department, and while they state that each and every job must be estimated separately and that they can give no accurate information on the same, they have found through experience that the average cost of wiring an incandescent lamp by the various methods is as follows:

Conduit (Greenfield)	$4.00 per light.
Loom and Moulding	3.00 per light.
Moulding	2.25 per light.
Open Work	1.75 per light.

Yours very truly,
B. D. BUEHL.

ALSO,

The same committee submitted the following report:

CHICAGO, January 30, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Gas, Oil and Electric Light, to whom was referred a communication containing a proposition to install a telephone system in the City of Chicago, having had the same under advisement, beg leave to report and recommend that the communication be placed on file, and that the accompanying communication be published.

LINN H. YOUNG,
Chairman.

Ald. Young moved to concur in the report.

The motion prevailed.

The following is the communication:

CHICAGO, January 29, 1907.

Hon. E. F. Dunne, Mayor of Chicago, and Committee on Gas, Oil and Electric Light.

GENTLEMEN—For quite a number of years past I have been operating extensively in the independent telephone field, and have been associated in various enterprises with the principal factors in the independent telephone movement. Accordingly when I submitted to you a request for a franchise for an independent telephone company in Chicago, I had already arranged for the moral and material support of not only active independent telephone operators, but of the financial institutions whose aid is necessary in such a project. I appeared as the representative of these interests in asking for an ordinance.

After I had appeared before you in this capacity for some months, I learned about the same time that you did, that some of the representative independent telephone operators had made arrangements with the Illinois Tunnel Company to give to Chicago the independent telephone service that it needs, and the long distance connection with the independent telephone exchanges throughout the country. These men have been associated with me in various successful independent telephone exchanges, and I know them to be entirely reliable and capable of carrying out their undertakings.

Knowing that their purpose is the same as mine was when I entered the field in Chicago, I feel that our cause is a common one. I have therefore concluded that it is better that my immediate associates and I co-operate with the interests who are backing the tunnel telephone project, and lend them an active support. We have accordingly joined forces with them, and I am entirely confident that Chicago will soon see a completely equipped independent telephone system in this city.

Having been dealing with you in the best of faith, and having received from you the most considerate of treatment, I feel that I owe it to you to make this statement, and withdraw my application for a franchise. I wish to thank you for your courteous treatment of myself and my attorney, and for the prompt and careful consideration which you have given to the subject under consideration before you.

Yours respectfully,

ARNOLD KALMAN,

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 1, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an order directing the City Electrician to lay conduits in Racine avenue from Center street to Belmont avenue, having had the same under advisement, beg leave to report and recommend that the same be passed:

Ordered, That the City Electrician be and he is hereby directed to lay conduits in Racine avenue from Center street to Belmont avenue for electric wires, (petitions attached).

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting Cudahy Packing Company switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Cudahy Packing Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track on the easterly side of Hawthorne avenue connecting with the right of way of the Chicago, Milwaukee & St. Paul Railroad Company's tracks in Hawthorne avenue at a point about sixty (60) feet southeast of the south line of Weed street; thence running in a northeasterly direction in a compound curve into the premises occupied by the Cudahy Packing Company, known as lot five (5), block thirty-eight (38), J. A. Yale's re-subdivision of a part of Elston's addition to Chicago in section 5-39-14, as shown on the plat hereto attached, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the

express condition that the said Cudahy Packing Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of Ten Thousand Dollars ($10,000), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to, or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Hawthorne avenue as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the said grantee shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track by the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago and the cost and expense of said work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted the said Cudahy Packing Company shall pay to the City of Chicago the sum of One Hundred Nineteen ($119.00) Dollars for the use of said Hawthorne avenue from the first day of August, 1906, to the date of the

passage of this ordinance and the further sum of Two Hundred twenty ($220.00) Dollars per annum in advance each and every year during the life of this ordinance; the first payment of such annual amounts to be as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or its assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Cudahy Packing Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting permission to the Northwestern Terra Cotta Company to maintain electric trolley wire, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and are hereby granted to the Northwestern Terra Cotta Company to run an electric trolley wire immediately under and attached to the bridge crossing Wrightwood avenue, near the corner of Dunning street, and connecting two buildings owned by said company; said trolley wire to be constructed and maintained in a manner meeting the approval of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance or at any time prior thereto in the discretion of the Mayor. In case of determination of the privileges hereby granted, by lapse of time or by the exercise of the Mayor's discretion aforesaid, said grantee shall immediately remove said wire without any cost or expense of any kind whatsoever to the city.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the said company shall execute to the City of Chicago a good and sufficient bond in the penal sum of Ten Thousand Dollars ($10,000), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done hereunder or by authority of the permission herein given; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in

full force or the sureties thereon sufficient, then the privileges hereby granted shall thereupon cease.

SECTION 4. In consideration of the privileges hereby granted the said Northwestern Terra Cotta Company shall pay to the City of Chicago, so long as the privileges hereby authorized are being enjoyed, the sum of Five ($5.00) Dollars per year, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said company shall fail to promptly pay any installment of said compensation.

SECTION 5. This ordinance shall take effect and be in force from and after its passage, provided that said Northwestern Terra Cotta Company shall file its written acceptance hereof and the bond herein provided within thirty days after the passage of this ordinance.

JOHN H. SULLIVAN,
Chairman.

*[ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, January 24, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred a recommendation, estimate and ordinance for a system of brick and tile pipe sewers in West Addison street, from the North Branch of the Chicago River to North Robey street, etc., etc., having had the same under advisement, beg leave to report and recommend that the same be passed.

JOHN H. SULLIVAN,
Chairman.

*Reprinted from Council Proceedings of January 28, 1907.

The following are the

RECOMMENDATION, ESTIMATE AND ORDINANCE.

RECOMMENDATION BY BOARD OF LOCAL IMPROVEMENTS.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

We submit herewith an ordinance for the construction of a system of brick and tile pipe sewers, concrete bulkhead, manholes and catch-basins, all necessary house and catch-basin slants and street connections, and reconnecting existing sewers, catch-basins and house drains, as follows:

In West Addison street, from the North Branch of the Chicago River to North Robey street; in Montrose avenue, from North Western avenue to North Robey street; in North Western avenue, from Roscoe street to Byron street; in Belmont avenue, from North Robey street to Sheffield avenue; in Racine avenue, from Belmont avenue to Wellington street; in Racine avenue, from Diversey boulevard to Wolfram street, and in Wolfram street, from Racine avenue to North Halsted street, together with an estimate of the cost of said improvement, and recommend the passage of said ordinance, and the making of the improvement contemplated therein.

Respectfully submitted,

CYRIL R. JANDUS,
JOHN F. FINERTY,
N. S. BUDZBAN,
JOHN A. MAY,

Board of Local Improvements of the City of Chicago.

Dated, Chicago, January 21st, A. D. 1907.

ESTIMATE OF ENGINEER.

To the Board of Local Improvements of the City of Chicago, and to the Mayor and Aldermen of the City of Chicago in City Council Assembled:

The Board of Local Improvements of

the City of Chicago having adopted a resolution for the construction of a system of brick and tile pipe sewers, concrete bulkhead, manholes and catch-basins, all necessary house and catch-basin slants and street connections, and reconnecting existing sewers, catch-basins and house drains, as follows:

In West Addison street, from the North Branch of the Chicago River to North Robey street; in Montrose avenue, from North Western avenue to North Robey street; in North Western avenue, from Roscoe street to Byron street; in Belmont avenue, from North Robey street to Sheffield avenue; in Racine avenue, from Belmont avenue to Wellington street; in Racine avenue, from Diversey boulevard to Wolfram street, and in Wolfram street, from Racine avenue to North Halsted street, and presented to the City Council of the City of Chicago a recommendation that such local improvement be made.

I herewith submit an estimate of the cost of the construction of such improvement, including labor, materials and other expenses attending the same as provided by law, viz.:

4765 feet 6-foot brick sewer, at $9.00	$42,885.00
5315 feet 5½-foot brick sewer, at $11.50	61,122.50
2660 feet 5-foot brick sewer, at $11.00	29,260.00
2995 feet 3½-foot brick sewer, at $9.00	26,955.00
1330 feet 3-foot brick sewer, at $8.50	11,305.00
1330 feet 3-foot brick sewer, at $8.00	10,640.00
2655 feet 2-foot brick sewer, at $4.00	10,620.00
675 feet 15-inch tile pipe sewer, at $1.70	1,147.50
Including all necessary house and catch basin slants and street connections, and reconnecting existing sewers, catch basins and house drains	
130 Manholes complete, at $28.00	3,640.00
44 Catch basins and connections complete, at $40.00	1,760.00
Concrete bulkhead at outfall	665.00
Total	$200,000.00

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of the above proposed improvement.

C. D. Hill,

Engineer of the Board of Local Improvements.

Dated, Chicago, January 21st, A. D. 1907.

AN ORDINANCE

For a system of brick and tile pipe sewers, concrete bulkhead, manholes and catch-basins, all necessary house and catch-basin slants and street connections and reconnecting existing sewers, catch-basins and house drains, as follows: In West Addison street, from the North Branch of the Chicago River to North Western avenue, and thence in Addison street to North Robey street; in Montrose avenue, from North Western avenue to North Robey street; in North Western avenue, from Roscoe street to Byron street; in Belmont avenue, from North Robey street to Sheffield avenue; in Racine avenue, from Belmont avenue to Wellington street; in Racine avenue, from Diversey boulevard to Wolfram street, and in Wolfram street, from Racine avenue to North Halsted street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

Section 1. That a local improvement shall be made within the City of Chicago, in said county and state, the nature, character, locality and description of

which local improvement is as follows, to-wit:

A brick sewer shall be constructed as follows: In West Addison street, from the North Branch of the Chicago River, along the east and west quarter section line of Section 24, Township 40 North, Range 13 East of the Third Principal Meridian, to the center line of North Western avenue, and shall extend thence in Addison street along the east and west quarter section line of Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, to and be connected with the main sewer in North Robey street, extending from Lawrence avenue to Belmont avenue.

Said sewer shall be cylindrical in shape, shall be six feet internal diameter and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at the easterly line of the North Branch of the Chicago River shall be one foot below the plane of low water in Lake Michigan of A. D. 1847, as established by the Trustees of the Illinois and Michigan Canal, and adopted by the late Board of Drainage Commissioners, and by the late Board of Public Works of the City of Chicago and now represented by the ordinance of July 11th, A. D. 1898, relating to the corrected elevation of the Old Lind Block bench mark, which determines the base or datum for city levels, hereinafter referred to as Chicago City datum, and thence shall rise at the rate of eight one-hundredths per centum to its connection with the main sewer in North Robey street.

A brick sewer shall be constructed in Montrose avenue, along the east and west quarter section line of Section 18, Town 40 North, Range 14 East of the Third Principal Meridian, from and connecting with the 6-foot sewer at North Western avenue to and connected with the aforesaid main sewer in North Robey street.

Said sewer shall be cylindrical in shape, shall be five and one-half feet internal diameter, and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the sewer at North Western avenue shall be three feet above Chicago City datum and thence shall rise at the rate of eight one-hundredths per centum to its connection with the sewer in North Robey street.

A brick sewer shall be constructed in North Western avenue, along the section line between Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, and Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, from and connecting with the sewer in West Addison street, hereinbefore provided for, to and connected with the present brick sewer in North Western avenue at the center line of Roscoe street produced from the east.

Said sewer shall be cylindrical in shape, shall be two feet internal diameter and shall be constructed of sewer brick laid edgewise with a double ring invert and a single ring arch.

The grade of the bottom of the inside of said sewer at its connnection with the said sewer in West Addison street shall be one and two-tenths feet above Chicago City datum, and thence shall rise at the rate of twelve one-hundredths per centum to its connection with the sewer in North Western avenue at the center line of Roscoe street produced from the east.

A brick and tile pipe sewer shall be constructed in North Western avenue along the section line between Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, and Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, from and connecting with the sewer in West Addison street, hereinbefore provided for, to and connected with the present sewer in North Western avenue at a point 30 feet south of the north line of West Byron street produced from the west.

Said sewer shall be cylindrical in shape, shall be two feet internal diameter and shall be constructed of sewer brick laid edgewise with a double ring invert and a single ring arch, from its connection with the said sewer in West Addison street to the center line of West Grace street produced from the west; and thence to its connection with the present sewer in North Western avenue at a point 30 feet south of the north line of West Byron street, produced from the west, said sewer shall be constructed with tile pipe of fifteen inches internal diameter.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in West Addison street shall be one and two-tenths feet above Chicago City datum and thence shall rise at the rate of twelve one-hundredths per centum to the center line of West Grace street produced from the west, and thence shall rise at the rate of twenty-four one-hundredths per centum to its connection with the present sewer in North Western avenue at a point 30 feet south of the north line of West Byron street produced from the west.

A brick sewer shall be constructed in Belmont avenue along the section line between Sections 19 and 30 and along the section line between Sections 20 and 29, all in Town 40 North, Range 14 East of the Third Principal Meridian, from and connecting with the six-foot sewer in Belmont avenue at North Robey street to and connected with the two and one-half foot sewer in Sheffield avenue.

Said sewer shall be cylindrical in shape and shall be constructed with a double ring of sewer brick laid edgewise.

The internal diameter of said sewer shall be five and one-half feet from its connection with the present sewer in Belmont avenue at North Robey street to the center line of North Ashland avenue, thence five feet to the center line of Racine avenue, and thence three feet for the remainder of its length.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in Belmont avenue at North Robey street shall be two and five-tenths feet above Chicago City datum and thence shall rise at the rate of six one-hundredths per centum to the center line of Racine avenue, and thence shall rise at the rate of twenty one-hundredths (20/100) per centum to its connection with the sewer in Sheffield avenue.

A brick sewer shall be constructed in Racine avenue along the north and south quarter section line of Section 29, Town 40 North, Range 14 East of the Third Principal Meridian, from and connecting with the sewer in Belmont avenue, hereinbefore provided for, to and connected with the present sewer in Racine avenue at the center line of Wellington street.

Said sewer shall be cylindrical in shape, shall be three feet internal diameter, and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in Belmont avenue shall be five and sixty-nine one-hundredths (5.69) feet above Chicago City datum, and thence shall rise at the rate of ten one-hundredths (10/100) per centum to its connection with the present sewer in Racine avenue at the center line of Wellington street.

A brick sewer shall be constructed in Racine avenue, from and connecting with the east end of the present four-foot sewer in Diversey boulevard, west of the center line of Racine avenue, and extending along a curve of thirty-three (33) feet radius to the intersection of the center line of Racine avenue with the north line of Diversey boulevard, thence north along the center line of Racine avenue to and connected with the present sewer in Racine avenue at the center line of Wolfram street.

Said sewer shall be cylindrical in shape, shall be three and one-half feet internal diameter and shall be con-

structed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the said sewer in Diversey boulevard shall be five feet above Chicago City datum, and thence shall rise at the rate of ten one-hundredths per centum to its connection with the sewer in Racine avenue at the center line of Wolfram street.

A brick sewer shall be constructed in Wolfram street, from and connecting with the sewer in Racine avenue, hereinbefore provided for, 33 feet south of the center line of Wolfram street, and extending northeasterly along a curve of thirty-three feet radius to the center line of Wolfram street, and thence along the center line of Wolfram street to and connected with the sewer in North Halsted street.

Said sewer shall be cylindrical in shape, shall be three and one-half feet internal diameter and shall be constructed with a double ring of sewer brick laid edgewise.

The grade of the bottom of the inside of said sewer at its connection with the sewer in Racine avenue, hereinbefore provided for, shall be five and five-tenths feet above Chicago City datum, and thence shall rise at the rate of ten one-hundredths per centum to its terminus.

The outfall of said sewer in West Addison street, at the river, shall be strengthened by a bulkhead, constructed of concrete, which shall be eleven feet wide, ten feet six inches high, six feet thick at the bottom and three feet thick at the top, and shall be built upon a foundation consisting of two layers of oak plank three inches in thickness placed crosswise; said plank foundation shall be eleven feet long and six feet wide and the top of the same shall be two feet six inches below Chicago City datum. There shall be an opening through the bulkhead six feet in diameter which shall conform to the interior space of the sewer. The concrete for said bulkhead shall be composed of one part of the best quality of Portland cement, three parts of torpedo sand and six parts of the best quality of broken limestone crushed to a size that will pass through a ring of one and one-half inches internal diameter, and thoroughly mixed together wth sufficient water to form a plastic mass.

One hundred thirty manholes shall be built upon said sewers and located at necessary points; said manholes shall be cylindrical in shape and shall have an internal diameter of three feet, and where the sewers upon which said manholes are built are of two feet internal diameter or less said manholes shall be constructed on a foundation of three courses of sewer brick; the walls of said manholes shall be eight inches thick and shall be constructed with sewer brick. The top of said manholes shall narrow to two feet internal diameter, being drawn in by means of twelve header courses, the diameter being decreased one inch for each course.

Forty-four catch-basins shall be constructed and connected and trapped with said sewers and located at necessary points along the curb lines of said streets. Each of said catch-basins shall be seven feet two inches deep measuring from the top of the brick work, and shall have an internal diameter of four feet. The walls of said catch-basins shall be eight inches thick, shall be constructed with sewer brick, and shall be built upon a floor of pine plank two inches in thickness; the top of said catch-basins shall decrease to two feet internal diameter, being drawn in by means of eight header courses, the diameter being decreased three inches for each course.

An inlet nine inches in diameter shall be made in the side of each of said catch-basins to receive the water from the ditches, where streets have not been paved. Each of said catch-basins shall be connected with the sewer with tile

pipe of nine inches internal diameter and shall be trapped with a half-trap also of tile pipe of nine inches internal diameter. The connection with the sewer where said sewer is of brick shall be made in such a manner that the top of the nine-inch pipe shall be at the elevation of the center of said sewer, and the connection with the sewer where said sewer is of tile pipe shall be made by means of a fifteen inches by nine inches "Y" branch. The said trap in each of said catch-basins shall be set so that the elevation of the bottom of the inside of the same shall be three feet six inches above the floor of the catch-basin.

Each of said manholes and catch-basins shall be provided with a cast-iron cover with a tight lid, each of which covers shall weigh four hundred and seventy pounds, and shall be of the same size and pattern as those used by the City of Chicago on new sewers in the year 1902. The top of each of said covers shall be at the elevation of the adjacent surface of the street.

One house connection slant of tile pipe of six inches internal diameter shall be placed in each side of each of said sewers opposite each lot, piece and parcel of land abutting upon said above specified streets between said points the width of which does not exceed thirty-two feet, and one house connection slant of tile pipe of six inches internal diameter shall be placed in each side of each of said sewers opposite each twenty-five feet of frontage, for each lot, piece and parcel of land the frontage of which on said above specified streets between said points exceeds thirty-two feet. Each of said house connection slants shall be placed in said sewers in such a manner that the elevation of the top of the outside of said slant shall coincide with the elevation of the center of the sewer in which the same is placed.

All sewers now existing and which are intersected by the sewers provided for by this ordinance, and all house drains and catch-basin connections now existing and which are intersected by the sewers provided for by this ordinance, shall be properly connected with said new sewers; said connections where the existing sewers are of brick shall be made with sewer brick, and said connections where the existing sewers are of tile pipe, and also all house drains and catch-basin connections above referred to, shall be made with tile pipe of the same internal diameter as that used in said existing sewers, house drains and catch-basin connections. At each intersecting or abutting street where there is no intersecting sewer one street connecting slant of tile pipe of fifteen inches internal diameter shall be placed in each side of each of said sewers.

The existing brick sewer in Addison street, between North Robey street and North Leavitt street; also the brick and tile pipe sewers in Montrose avenue, between North Western avenue and North Robey streets; also the tile pipe sewer in Belmont avenue, between North Robey street and Sheffield avenue; also the brick sewer in Racine avenue, between Belmont avenue and Wellington street; also the brick sewer in Racine avenue, between Diversey boulevard and Wolfram street, and also the tile pipe sewer in Wolfram street, between Racine avenue and North Halsted street, are all hereby condemned and the same shall be taken up.

All brick work and tile pipe used in the construction of the improvement hereinbefore described shall be laid in the best quality of natural hydraulic cement mortar.

The tile pipe to be used in the construction of the improvement described herein shall be smooth and sound, thoroughly burned, well glazed and free from lumps and other imperfections. The standard of thickness shall be for fifteen-inch pipe one and one-eighth inches, for twelve-inch pipe one inch, for nine-inch pipe seven-eighths of an inch, and for six-inch pipe three-fourths of an inch.

All of said above specified improvement shall be constructed in a workmanlike manner under the superintendence of the Board of Local Improvements of the said City of Chicago.

SECTION 2. That for purpose of the improvement aforesaid the following described territory within the City of Chicago, County of Cook and State of Illinois, is hereby created into and declared to be a drainage district, to-wit: Commencing on the southwest corner of North Clark street and Ainslie street and running west along the south line of Ainslie street to the east line of the first alley west of North Hermitage avenue, thence south along the east line of the first alley west of North Hermitage avenue to a point 603.92 feet north of the north line of Lawrence avenue, thence west along a line 603.92 feet north of and parallel with the north line of Lawrence avenue to a point 125 feet east of the east line of North Robey street, thence south along a line 125 feet east of and parallel with the east line of North Robey street to a point 227 feet north of the north line of Lawrence avenue, thence west along a line 227 feet north of and parallel with the north line of Lawrence avenue to the west line of the first alley west of North Robey street, thence north along the west line of said first alley west of North Robey street to the south line of Clay avenue, thence west along the south line of Clay avenue to a point 148.5 feet west of the west line of North Hoyne avenue, thence south along a line 148.5 feet west of and parallel with the west line of North Hoyne avenue to a point 124 feet north of the north line of Lawrence avenue, thence west along a line 124 feet north of and parallel with the north line of Lawrence avenue to the east line of North Leavitt street, thence south along the east line of North Leavitt street to a point 190.4 feet north of the north line of Cullom avenue; thence east along the south line of Lot 8 of Grant Park Addition, a subdivision of Lot 1 in Block 1 of W. B. Ogden's Subdivision of the S. W. ¼ of Section 18, Town 40 North, Range 14 East of the Third Principal Meridian, to the northwest corner of Lot 10 in Grant Park Addition aforesaid, thence southerly along the westerly lines of Lots 10 and 11 of Grant Park Addition aforesaid to the southwest corner of said Lot 11, thence east along the south line of said Lot 11 to a point 86.7 feet west of the westerly line of Lincoln avenue, thence southerly along the easterly line of the first alley east of North Leavitt street to the north line of Cullom avenue, thence southeasterly to a point on the south line of Cullom avenue 175 feet east of the east line of North Leavitt street, thence south along a line 175 feet east of and parallel with the east line of North Leavitt street to the southwest corner of Lot 133 of Rudolph and Brown's Subdivision of Lot 2 in Block 1 of W. B. Ogden's Subdivision aforesaid, thence northeasterly along the southeasterly line of said Lot 133 to the northwest corner of Lot 134 of Rudolph and Brown's Subdivision aforesaid, thence southeasterly along a line 125 feet southwesterly of and parallel with the southwesterly line of Lincoln avenue to the north line of Berteau avenue, thence southeasterly to a point on the south line of Berteau avenue 116.7 feet west of the westerly line of Lincoln avenue, thence south and southeasterly along the easterly line of the first alley westerly of Lincoln avenue to the south line of the first alley north of Warner avenue produced from the west, thence west along the south line of the first alley north of Warner avenue to the east line of North Leavitt street, thence south along the east line of North Leavitt street to a point 125 feet south of the south line of Irving Park boulevard, thence east along the north line of the first alley south of Irving Park boulevard to a point 140.24 feet east of the east line of North Leavitt street, thence south along the east line of the first alley east of North Leavitt

street, and along said line produced to the center line of Byron street, thence west along the center line of Byron street to the northeast corner of Block 11 of Executors of W. E. Jones Subdivision of (except the southwest quarter of northeast quarter and the southeast quarter of northwest quarter and the east one-half of southeast quarter) Section 19, Town 40 North, Range 14 East of the Third Principal Meridian, thence west along the north lines of Blocks 11 and 10 of Executors of W. E. Jones Subdivision aforesaid to the east line of North Western avenue, thence south along the east line of North Western avenue 58 feet, thence west 191 feet, thence south 100 feet, thence west along a line 158 feet south of and parallel with the north lines of Blocks 10, 9 and 8 of Kinzie's Subdivision of the northeast quarter of Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, to the west line of said Block 8, thence south along the west lines of Blocks 8, 13 and 18 of Kinzie's Subdivision aforesaid to the center line of West Addison street, thence south along the west line of the east three-quarters of the southeast quarter of Section 24, Town 40 North, Range 13 East of the Third Principal Meridian, to the easterly bank of the North Branch of the Chicago River, thence southeasterly along the easterly bank of the North Branch of the Chicago River to the north line of Fullerton avenue, thence east along the north line of Fullerton avenue to a point 160 feet west of the west line of Lake View avenue, thence north 217.85 feet, thence northerly along the easterly line of Lots 7 and 4 of Baird's Lincoln Park Addition to Chicago, a subdivision in the southeast corner of the southwest quarter of Section 28, Town 40 North, Range 14 East of the Third Principal Meridian, to the northeast corner of said Lot 4, thence westerly along the northerly line of said Lot 4 to a point 25 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 25 feet northeasterly of the northeasterly line of North Clark street to a point 86 feet southeasterly of the southeasterly line of Roslyn place, thence northeasterly along a line parallel with and 77 feet northwesterly of the northwesterly line of Arlington place 67 feet, thence northwesterly along a line parallel with and 92 feet northeasterly of the northeasterly line of North Clark street to the northwesterly line of Roslyn place, thence northeasterly along the northwesterly line of Roslyn place to a point 200 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 200 feet northeasterly of the northeasterly line of North Clark street to the northwesterly line of St. James place, thence southwesterly along the northwesterly line of St. James place 69 feet, thence northwesterly along a line parallel with and 131 feet northeasterly of the northeasterly line of North Clark street 50 feet, thence northeasterly along a line 50 feet northwesterly and parallel with the northwesterly line of St. James place to a point 200 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 200 feet northeasterly of the northeasterly line of North Clark street to a point 100 feet southeasterly of the southeasterly line of Deming place, thence southwesterly along a line 100 feet southeasterly of and parallel with the southeasterly line of Deming place to a point 100 feet northeasterly of the northeasterly line of North Clark street, thence northwesterly along a line parallel with and 100 feet northeasterly of the northeasterly line of North Clark street to a point 50 feet southeasterly of the southeasterly line of Deming place, thence southwesterly along a line 50 feet southeasterly of and parallel with the southeasterly line of Deming place to the northeasterly line of North Clark street, thence northwesterly on a straight line

to the northwest corner of Deming place and North Clark street, thence northwesterly along the southwesterly line of North Clark street to the north line of Diversey boulevard, thence northeasterly along a straight line to the intersection of the northwesterly line of Evanston avenue with the northeasterly line of North Clark street, thence northeasterly along the northwesterly line of Evanston avenue to the northerly line of the first alley north of Diversey boulevard, thence westerly along the northerly line of the first alley north of Diversey boulevard to the easterly line of the first alley easterly of North Clark street, thence northerly along the easterly line of the first alley easterly of North Clark street to a point 133.5 feet south of the south line of York place, thence west along a line parallel with and 133.5 feet south of the south line of York place to a point 400 feet west of the west line of Evanston avenue, thence north along a line parallel with and 400 feet west of the west line of Evanston avenue to the north line of York place, thence west along the north line of York place to a point 480 feet west of the west line of Evanston avenue, thence north along a line 480 feet west of and parallel with the west line of Evanston avenue to the north line of Oakdale avenue, thence west along the north line of Oakdale avenue to the westerly line of the first alley easterly of North Clark street, thence northerly along the westerly line of the first alley easterly of North Clark street to the south line of Wellington street, thence northwesterly to a point on the north line of Wellington street 58 feet east of the northeast corner of Wellington street and North Clark street, thence north along a line 394.6 feet west of and parallel with the west line of Waterloo court to a point 128 feet north of the north line of Wellington street, thence east along a line 128 feet north of and parallel with the north line of Wellington street to the westerly line of the first alley easterly of North Clark street, thence northerly along the westerly line of the first alley easterly of North Clark street to a point 176.5 feet south of the south line of Barry avenue, thence west along a line 176.5 feet south of and parallel with the south line of Barry avenue to a point 100 feet easterly of the northeasterly line of North Clark street, thence northwesterly along a line 100 feet northeasterly of and parallel with the northeasterly line of North Clark street 100 feet, thence west along a line parallel with the south line and the south line produced of Barry avenue to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the northeast corner of sub lot 10 in subdivision of Lot 1 of a resubdivision of Block 2 of Hambleton, Weston and Davis' subdivision of south ½, southeast ¼, southeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence southwesterly along the northwesterly line of said sub lot 10 to the northeasterly line of the first alley southwesterly of North Clark street, thence northwesterly along the northeasterly line of the first alley southwesterly of North Clark street to a point 139.5 feet south of the south line of School street, thence north along a line parallel with and 75 feet east of the east line of Oak place to a point 80.5 feet south of the south line of School street, thence northeasterly on a straight line to a point on the southwesterly line of North Clark street 25.75 feet southeasterly of the southwest corner of School street and North Clark street, thence northwesterly along the southwesterly line of North Clark street to the northeast corner of Lot 12 in subdivision of Lot 5 and sub lot 7 of Le Moyne and Hibbard's subdivision of Lot 6 in Circuit Court Partition of north ¾ of east ½ of southeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence southwesterly along the northwesterly line

of said Lot 12 to the northeasterly line of the first alley southwesterly of North Clark street, thence northwesterly along the northeasterly line of said last mentioned alley to a point 305.5 feet north of the north line of School street, thence northerly on a straight line to a point on the south line of Roscoe street 58.425 feet east of the east line of Sheffield avenue, thence east along the south line of Roscoe street to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the northeast corner of Lot 13 in the subdivision of Block 6 of E. J. Lehmann's Subdivision of (except railroad) Lot 4 of Assessor's Division of northwest ¼, southeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence southwesterly along the northwesterly line of said Lot 13 and along said line produced to the southwesterly line of the first alley southwesterly of North Clark street, thence northwesterly along the southwesterly line of the first alley southwesterly of North Clark street, and along said line produced to the south line of the first alley north of Eddy street, thence west along the south line of the first alley north of Eddy street and along said line produced to the westerly line of the right of way of the Chicago, Evanston and Lake Superior Railroad, thence northeasterly along the westerly line of said right of way of said Chicago, Evanston and Lake Superior Railroad to the north line of Waveland avenue, thence west along the north line of Waveland avenue to the west line of Waveland court, thence north along the west line of Waveland court to the south line of the first alley north of Waveland avenue, thence west along the south line of said last mentioned alley 67.1 feet, thence northwesterly along the southwesterly line of the first alley northeasterly of North Clark street to a point 99 feet south of the south line of Grace street, thence west along a line 99 feet south of and parallel with the south line of Grace street to the northeasterly line of North Clark street, thence northwesterly along the northeasterly line of North Clark street to the southwest corner of Lot 13 in subdivision of Block 1 of Edson's subdivision of south ¾, east ½, northwest ¼ (except a part in the northeast corner thereof) together with part of Lot 12 west of Green Bay road of Laflin, Smith and Dyer's subdivision in northeast ¼, Section 20, Town 40 North, Range 14 East of the Third Principal Meridian, thence northeasterly along the southeasterly line of said Lot 13 to the westerly line of the first alley easterly of North Clark street, thence northerly along the westerly line of said last mentioned alley to a point 386.4 feet north of the north line of Grace street, thence west along a line parallel with and 386.4 feet north of the north line of Grace street to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the north line of Montrose avenue, thence east along the north line of Montrose avenue to the westerly line of Dover street, thence northerly along the westerly line of Dover street, to the south line of Sunnyside avenue, thence northwesterly to a point on the north line of Sunnyside avenue 129.27 feet east of the northeast corner of Sunnyside avenue and North Clark street, thence northwesterly along a line 129.27 feet northeasterly of and parallel with the northeasterly line of North Clark street to the south line of Lawrence avenue, thence west along the south line of Lawrence avenue to the southwesterly line of North Clark street, thence northwesterly along the southwesterly line of North Clark street to the place of beginning.

The owners and occupants of the lots, pieces and parcels of land lying within said drainage limits hereinbefore described shall at all times hereafter be

entitled to the use and benefit of the sewers provided for by this ordinance.

Right, permission, privilege and authority are hereby given and granted to the present and future owners and occupants of the lands lying within the said above named drainage limits to open and connect all ditches, drains and sewers which now exist or which may be hereafter constructed within the said district into and with the said sewers hereinbefore in this ordinance specified.

SECTION 3. That the recommendation of the Board of Local Improvements of the City of Chicago, providing for said improvement, together with the estimate of the cost thereof made by the Engineer of said Board, both hereto attached, be and the same are hereby approved.

SECTION 4. That said improvement shall be made and the whole cost thereof be paid for by special assessment in accordance with an Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Improvements," Approved June 14, A. D. 1897, and the amendments thereto.

SECTION 5. That the aggregate amount herein ordered to be assessed against the property, and also the assessment on each lot and parcel of land therein assessed shall be divided into five installments in the manner provided by the statute in such cases made and provided, and each of said installments shall bear interest at the rate of five per centum per annum according to law until paid.

SECTION 6. And for the purpose of anticipating the collection of the installments of said assessments for said improvement, bonds shall be issued payable out of said installments bearing interest at the rate of five per centum per annum, payable annually, and signed by the Mayor and by the President of the Board of Local Improvements, countersigned by the City Comptroller and attested by the City Clerk under the corporate seal of the City of Chicago. Said bonds shall be issued in accordance with and shall be in all respects conform to the provisions of the Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," Approved June 14, 1897, and the amendments thereto.

SECTION 7. That the Attorney of said Board be and he is hereby directed to file a petition in the County Court of Cook County, Illinois, in the name of the City of Chicago, praying that steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and in the manner prescribed by law.

SECTION 8. That all ordinances or parts of ordinances conflicting with this ordinance be and the same are hereby repealed.

SECTION 9. This ordinance shall be in force from and after its passage.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance granting Foley Manufacturing Company permission to maintain rope for transmitting power, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same hereby are granted to the Foley Manufacturing Company, a corporation, its successors and assigns, to place, maintain, and operate a rope for the purpose of transmit-

ting power across the alley north of 26th street, between Artesian avenue and Western avenue, in the City of Chicago, from its engine room on lot 26 to its factory on lot 12 in S. J. Walker's subdivision of block 16 in Section 25, Township 39, North of Range 13, East of the Third Principal Meridian; also, to erect, maintain and operate a metal pipe not more than 3 feet in diameter for the purpose of conveying shavings from said factory to said engine room.

Said pipe shall be placed not less than 25 feet and said rope not less than 20 feet above the surface of said alley. The work of placing and maintaining said rope and said pipe shall be done to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine 10 years from and after the passage of this ordinance; provided, further, that the permission and authority hereby granted, may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. This ordinance shall not go into effect until the said grantee shall execute and deliver to the City of Chicago a written acceptance of the same, and also a bond to the City of Chicago in the penal sum of Ten Thousand ($10,000) Dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observation and performance of all and singular the conditions and provisions of this ordinance, and conditioned further, to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever, that may be suffered by said City of Chicago, or which may accrue against or be charged to, or recovered from said City of Chicago, for, or by reason of, or on account of the passage of this ordinance, or for or by reason, or account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. The rights herein granted are upon the express condition that said grantee, its successors and assigns, as compensation for the privileges conferred by this ordinance pay to the City of Chicago $20.00 per annum in advance, each and every year during the life of this ordinance; the first payment to be made the date of the passage of this ordinance, and each successive payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee fail to promptly pay any installment of said compensation.

SECTION 5. The operation and maintenance of the said rope and said metal tube herein provided for shall be subject to all existing ordinances of the City of Chicago now in force, or which may hereafter be in force relating to the use and operation thereof; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided the acceptance herein mentioned and the bond herein provided for be filed within 30 days from the passage thereof.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of

Ald. Harris, deferred and ordered published:

CHICAGO, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred ordinance granting Home Stove Works permission to maintain conduit under 18th place, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Granting authority to Home Stove Works to construct and maintain a conduit underneath 18th place about 300 feet west of Rockwell street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby granted to Home Stove Works, a corporation, its successors and assigns, to lay down, construct and operate a conduit not larger than four inches in diameter for electrical wire underneath 18th place about 300 feet west of Rockwell street connecting the property of said grantee located on the north and south sides of said street. The location of said conduit shall be substantially as shown on the plat hereto attached which is hereby made a part of this ordinance, and said conduit shall be used only for conveying electricity by means of electrical wires placed therein, and said location and the construction of said conduit shall be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor. The operation and maintenance of the said conduit shall be subject to all general ordinances of the City of Chicago now in force or which may hereafter be in force relating to electricity and the use of electrical wires, also relating to conduits underneath the public streets and alleys of the city.

SECTION 3. At the expiration of the term herein granted the conduit herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed said street shall be restored to its proper condition to the satisfaction of the Commissioner of Public Works so that the portion of said street where said conduit shall have been located shall be put in the same condition and safe for public travel as the remaining portion of the said street in the same block, at the sole expense of the grantee herein, its successors or assigns, and without cost and expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said street or in any manner interfere with any pipe, cable, wire or conduit therein and shall not open and encumber more of the said street than shall be necessary to enable it to proceed with advantage in constructing said conduit. Should said conduit interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove said conduit or change the location thereof as directed by the Commissioner of Public Works at its own expense and without any expense whatever to the City of Chicago.

SECTION 4. During the life of this ordinance the grantee herein, its successors or assigns, shall at all times keep the surface of the street over the said conduit in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 5. No work shall be done

under authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of Ten Thousand ($10,000) Dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein given; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of Twenty-five ($25.00) Dollars per annum during the life of this ordinance. The first payment shall be made as of the date of the passage of this ordinance, and the succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

A. J. HARRIS,
Acting Chairman.

BUILDING DEPARTMENT.

The Committee on Building Department, to whom was referred an ordinance amending Section 293 of the Revised Code of 1905, submitted a report recommending the passage of the ordinance as amended by the committee.

By unanimous consent, on motion of Ald. Riley, the report was concurred in and the ordinance passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Rick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 293 of the Revised Municipal Code of Chicago of 1905, as amended December 11, 1905, be and the same hereby is amended by adding thereto the following:

Provided, That in church buildings not having more than two stories and each

floor having its own separate exits and standing free from all buildings, the seating capacity of each floor shall be estimated alone as determining the kind of construction under this article.

Distance of said building from any other structure or building, to be at least seven feet on all sides.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, January 31, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Section 632 of the Revised Municipal Code in re Buildings of Classes 1 and 2, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 632 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended by adding to the end thereof the following:

"This Section shall not apply to buildings of Class I, one story in height and having a floor area of less than twelve hundred and fifty square feet, nor shall it apply to buildings of Class II, not more than two stories in height."

SECTION 2. This ordinance shall be in force and effect from and after its passage and publication.

M. P. RILEY,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance amending Section 1078 of the Revised Code of 1905, concerning elevators of the "plunger" type, submitted a report recommending that the same be placed on file.

Ald. Riley moved to concur in the report.

The motion prevailed.

STATE LEGISLATION.

The Committee on State Legislation submitted the following report, which was, on motion of Ald. Pringle, deferred and ordered published:

CHICAGO, February 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on State Legislation, to whom was referred, pursuant to an order passed by Your Honorable Body January 21, 1907, directing the committee to prepare the draft of a law to be submitted to the Illinois Legislature empowering the Boards of Park Commissioners to appropriate moneys for street improvements from their general funds, and to enter into contracts jointly with the city, or otherwise, for the improvement of streets contiguous to park properties, having had the same under advisement, beg leave to report and recommend that the accompanying bill be recommended to the State Legislature for enactment:

"A BILL

For an Act to provide for making improvements and repairs upon highways adjoining public parks and pleasure grounds.

Be it enacted by the People of the State of Illinois, in General Assembly represented.

SECTION 1. That whenever any public street, avenue or alley adjoining any public park or pleasure ground is, in the judgment of the corporate authorities of the city, town or village in which such street, avenue or alley is located, in need of repair or improvement, it shall be competent for the corporate authorities controlling such public park or

pleasure ground to enter into an agreement with such city, town or village, for the payment to such city town or village by the corporate authorities controlling such public park or pleasure ground of such portion of the cost of making such repair or improvement as may be agreed upon, and the remainder of the cost of making such repair or improvement shall be raised by such city, town or village by general taxation or special assessment, as it may provide. If the corporate authorities having control of such public park or pleasure ground and such city, town or village fail to agree upon the proportion of the cost of such repair or improvement that shall be paid by the corporate authorities controlling such public park or pleasure ground, it shall be competent for the judge of the County Court in the county in which such street, avenue or alley is located, upon the petition of such city, town or village, and upon due notice being given the corporate authorities controlling such public park or pleasure ground to ascertain what proportion of the cost of such repair or improvement shall be borne by the corporate authorities controlling such public park or pleasure ground and determine the same by an order entered of record, and thereupon the same proceeding shall be had as if the corporate authorities controlling such public park or pleasure ground had agreed with such city, town or village upon the division of the cost of such repair or improvement. Upon such agreement being made, or such order being entered by the County Court, such city, town or village may proceed to make such repair or improvement as other repairs or improvements are made, and the corporate authorities controlling such public park or pleasure ground, shall, within a time to be fixed by such agreement or order of Court, pay to such city, town or village the amount determined by such agreement or order to be paid by such corporate authorities."

WILLIAM J. PRINGLE,
Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an ordinance amending Section 245 of the Revised Code of 1905, which was

Referred to the Committee on Building Department.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Thatcher Furnace Company to erect a board sign, 28 in. by 34 in. in front of premises known as 204 Lake street. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

SECOND WARD.

Ald. Harding presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he hereby is instructed to have removed the meter at 2610 South Park avenue, the meter having been installed during the time that the meter limit was $25.00 per year, the frontage rate being now less than the required $40.00 per year.

Ald. Dixon presented the following resolutions:

WHEREAS, The City Council of the City of Chicago has learned with deep regret and sorrow of the death of Frank Vierling, who faithfully served the peo-

ple of Chicago as Alderman of the old Second Ward from 1889 to 1892;

Resolved That in the death of Frank Vierling the City of Chicago has lost a valuable citizen, who, as a public official, served the people faithfully and well; and that we hereby tender our sincere and heartfelt sympathy to his family; and be it further

Resolved, That in recognition of his public service and honorable career, these resolutions be spread upon the records of the City Council and a copy thereof duly engrossed be presented to his bereaved family.

Which were adopted unanimously by a rising vote.

THIRD WARD.

Ald. Pringle presented the claim of J. R. Burton for refund of restaurant license fee, which was

Referred to the Committee on Finance.

Ald. Foreman presented the claim of the Drexel Cafe Company for reimbursement for repairs to sewer, which was

Referred to the Committee on Finance.

FOURTH WARD.

Ald. Richert presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby ordered to have all telegraph poles removed from 25th street between Chicago, Rock Island & Pacific R. R. to Lowe avenue, on account of street having been ordered paved.

Ald. Dailey presented an ordinance in favor of Theodore C. Keller for switch-track, which was

Referred to the Committee on Streets and Alleys, South Division.

FIFTH WARD.

Ald. Martin presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a 12-inch water main laid in Emerald avenue from 35th to 31st streets, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ordered, That the Commissioner of Public Works be and he is hereby directed to at once place Emerald avenue in passable condition.

Ald. McCormick presented the claim of Charles F. Cook for refund of amusement license fee, and the petition of Deputy Boiler Inspector for an increase in salary, which were

Referred to the Committee on Finance.

SIXTH WARD.

Ald. Young presented an order for guard rails on the platforms of elevated railroad stations, which was

Referred to the Committee on Local Transportation.

Ald. Young presented the claim of Paul Lippert for compensation for personal injuries, and claim of A. L. Nestlerode, No. 4938 Ellis avenue, for rebate of water tax, which were

Referred to the Committee on Finance.

SEVENTH WARD.

Ald. Bennett presented the following order:

Ordered, That the General Superintendent of Police be and he is hereby authorized to employ five (5) special investigators, one laborer and two (2) additional janitors, in accordance with his request of January 31, 1907, pending the passage of the appropriation bill

for 1907, and the Comptroller is ordered to pay the wages of same.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Comptroller of the City of Chicago is hereby authorized by the City Council of the City of Chicago, to expend on account of the Municipal Court of Chicago, out of the City Treasury of the said city, the sum of $145.16, for the month of January, 1907; being for services not specifically mentioned in the Municipal Court Act, in accordance with Section 7 thereof and to pay same to Walter V. Hoyt. This action is taken at the request of the Municipal Court.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

Ald. Snow presented the following resolutions, which were, on motion, duly adopted:

Resolved, That for the purpose of advising the members of the City Council of the City of Chicago as to the appropriation necessary for the proper administration of the Law Department and all its branches of the City of Chicago for the ensuing year, the Corporation Counsel is hereby directed to transmit to this Council at its next meeting to be held February 11, 1907, the following information in detail:

1. A transcript of the pay-rolls of his office from September 30, 1906, to December 31, 1906.

2. A summary of the duties performed by each of the persons upon said pay-roll.

3. The names and compensation of all persons employed or appointed by the City of Chicago under the direction of the Law Department between said dates, and whose names are not carried upon its regular pay-roll.

(a) The date of the employment or appointment of each of said persons.

(b) The authority under which each of said persons was employed or appointed.

(c) The character of the services rendered.

(d) If engaged in litigation, the name of the case or cases for which each was employed or appointed.

(e) The amount paid to each of said persons.

(f) The name of the fund out of which each of said persons was paid.

4. The names and compensation of all

persons detailed for legal duties to other departments of the City of Chicago.

(a) If carried on the pay-roll, a transcript of said pay-roll between said dates.

(b) If not carried on the pay-roll, then the date of the employment or appointment of each of said persons.

(c) The authority or order under which each of said persons was employed or appointed.

(d) The character of the services rendered.

(e) If engaged in litigation, the name of the case or cases for which each was employed or appointed.

(f) The amount paid to each of said persons.

(g) The name of the fund out of which each of said persons was paid.

5. The names of all persons who have rendered services in connection with, by direction, or under control or charge, of the Law Department during the last fiscal year and who have not been paid in full.

(a) The amount that each of said persons has already received during said period.

(b) The date of the employment or appointment of each of said persons.

(c) The authority or order under which each of said persons was employed or appointed.

(d) The character of the services rendered.

(e) If engaged in litigation, the name of the case or cases for which each was employed or appointed.

(f) The amount paid to each of said persons.

(g) The name of the fund out of which each of said persons was paid.

6. A list of the undisposed injunction suits filed against the City of Chicago to restrain it from enforcing special or general ordinances upon which restraining orders or temporary injunctions have been issued, and the date of the filing of each of said suits.

(a) The date at which the restraining order or temporary injunction was issued.

Be it further Resolved, That the City Clerk be and he is hereby directed upon the passage of this resolution to transmit to the Corporation Counsel a certified copy thereof.

EIGHTH WARD.

Ald. Derpa presented a resolution for an emergency act to be passed by the 45th General Assembly authorizing the insertion in certain pending street railway ordinances of a clause providing that such ordinances shall take effect only upon their passage by the City Council and subsequent approval by a majority vote of the electors voting thereon at a city election, which was

Referred to the Committee on State Legislation.

Ald. Derpa presented the following amendments to the pending ordinance in favor of the Chicago City Railway Company, which were temporarily deferred:

Amend the ordinance running to the Chicago City Railway Company (published January 15, 1907, pages 2568 to 2613), as follows:

"SECTION 13. The company hereby agrees to pay its motormen and conductors the sum of 33½ cents per hour while on duty, and to so arrange its schedules of work that no employe shall be required to work more than eight hours a day, and such eight hours shall be within a continuous period of ten hours in each day."

"SECTION 14. The company hereby agrees to submit any and all differences arising between itself and its employes, whether arising out of hours, wages, conditions of employment, or otherwise, to an arbitration board to

be composed as follows: One arbitrator to be selected by the company, one by the employes affected, and the third to be selected by these two; and such board shall adjudicate all disputed questions, and such adjudication shall be accepted by the company as binding and final."

Ald. Derpa presented the following communication and resolution, which were order published and placed on file:

CHICAGO, February 4, 1907.

To the Honorable, the City Council of the City of Chicago:

Complying with the request of the Chicago Federation of Labor, which is a respectable, reputable and recognized body of Chicago's workingmen, I submit the following communication to the City Council which expresses the views of that body on the traction problem which is of greatest importance at this time:

WHEREAS, The City Council Committee on Transportation has recommended for passage ordinances purporting to be in the nature of a settlement of the Chicago traction question; and

WHEREAS, There has been filed before the Election Board a demand for a referendum vote on these ordinances signed by 184,000 voters, or more than twice the legal number required; and

WHEREAS, This enormous vote, representing one-half the total voters of the City of Chicago, shows that deep suspicion is entertained of the proposed traction ordinances; and

WHEREAS, Since the ordinances have been framed reliable attorneys and public spirited citizens have made serious objections to these ordinances that have not been met; and

WHEREAS, The Chicago Federation of Labor has been convinced through its accredited representatives and the ominous silence of the trust press that these ordinances are a subtle and insidious attempt to perpetrate a huge steal on the citizens of this city in the guise of fictitious municipal ownership; therefore, be it

Resolved, That we demand that said ordinances be discussed in committee of the whole of the Council and that the Council do not pass these ordinances either conditionally or unconditionally, unless and until they have been approved by a majority of those voting thereon at the spring election.

Be it further Resolved, That the Secretary be instructed to send a copy of these resolutions to his Honor, the Mayor, to the City Council and to the Transportation Committee.

Unanimously adopted by the Chicago Federation of Labor, February 3, 1907.

E. N. NOCKELS,
Secretary.

Ald. Derpa presented the following resolutions:

"WHEREAS, The settlement of the complicated traction problem has been a public question of vital importance and interest;

WHEREAS, There are at present before the City Council ordinances recommended by the local transportation committee as a proper settlement of that problem;

WHEREAS, It required many months of time and discussion in committee meetings and privately to have the members of the local transportation committee understand the various intricacies and numerous provisions of the proposed pending ordinances;

WHEREAS, Every alderman before voting on these measures should first be fully advised as to their merits, their scope and their true meaning;

WHEREAS, Knowledge and information on that subject sufficient to warrant intelligent action can be secured to a great degree by a thorough discussion of the ordinances before taking them up for passage;

WHEREAS, Such consideration is due

to the public and would enlighten not only the aldermen but also the general public of the true worth of the proposed measures;

WHEREAS, There are numerous amendments which should receive careful consideration; therefore, it is hereby

Resolved, Ordered and Declared, That before taking up of the ordinances for passage in this Council they first be thoroughly considered and discussed, each section separately and thoroughly, in the City Council sitting in special meetings for that purpose at the time to be designated at once by the City Council; it is hereby further

Resolved, Ordered and Declared, By the City Council, that there be no undue haste in rushing through action by the Council upon the measures which are of such great importance to the City of Chicago, but that every phase, problem and question of the settlement ordinances be explained, analyzed and discussed in full section by section before this City Council; that such discussion is necessary and essential to a fair, honest and proper understanding of the traction ordinances, before any intelligent action can be taken on them."

Objections having been raised to the consideration of the resolutions, Ald. Derpa moved that the rules be suspended temporarily for the purpose of considering them.

Ald. Dever moved as a substitute for the foregoing motion, that consideration of the resolutions be postponed until the pending traction ordinances were taken up.

The motion prevailed.

Ald. Derpa presented the following resolution, which was temporarily deferred:

"WHEREAS, There has been filed before the Board of Election Commissioners a petition for a referendum vote upon the proposed traction settlement by the pending traction ordinances which the local transportation committee has recommended to this council for passage and in view of the fact that many thousands of citizens have signed their names to that petition showing clearly that they first wish an opportunity to approve or disapprove the pending measures before the City Council shall make them binding upon the city and companies; therefore, be it

Resolved, By the City Council, that the passage of the proposed pending traction ordinances to the Chicago City Railway Company and to the Chicago Railways Company be not passed by this body (either conditionally or unconditionally), unless and until they have been approved by a majority of those voting thereon at the spring election."

Ald. Derpa presented orders for cinder sidewalks on sundry systems of streets in the Eighth Ward, which were

Referred to Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of 98th street from Avenue G to Avenue N.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bade-

noch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the west side of Yates avenue from 75th street to 78th street, etc.

By unanimous consent, on motion of Ald. Derpa the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

NINTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt String street from West 16th street to West 21st street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 14th place from South Halsted street to South Canal street.

By unanimous consent, on motion of Ald. Fick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Maxwell street from South Halsted street to South Canal street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Mc-

Coid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of O'Brien street from South Halsted street to South Jefferson street.

By unanimous consent, on motion of Ald. Fick the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Ruble street from West 16th street to Canalport avenue.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 16th street from South Halsted street to South Canal street.

By unanimous consent, on motion of Ald. Fick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of String street from Canalport avenue to West 21st street.

By unanimous consent, on motion of

Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 13th street from South Jefferson street to South Canal street.

By unanimous consent, on motion of Ald. Fick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 21st place from South Halsted street to South Union street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Simon Provusky to erect a barber pole in front of the premises known as Number 436 West 12th street, subject to the rules and regulations of the Department of Public Works. This permit may be revoked at any time by the Mayor or the Commissioner of Public Works.

ELEVENTH WARD.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

Ordered, That the Finance Committee be and they are hereby directed to include in the next annual appropriation bill a sufficient sum for the purchase of a small park in the district bounded

by 18th street, 22nd street, Robey street and Wood street.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

WHEREAS, Certain streets occupied by street car tracks in the Eleventh and other Wards in the West Division of the City are in great need of improvement, but are stayed by the failure of the street car companies to furnish grooved rails; and

WHEREAS, It seems likely in view of the referendum petition that further delay will be incurred; therefore, be it

Ordered, That the Committee on Streets and Alleys, West Division, be and are hereby instructed to report some plan for the relief of the property owners on said streets.

Ald. Cullerton presented an order for an appropriation for sites, buildings, equipment, etc., for fire engine houses in the district bounded by Laflin, Paulina, 14th and 18th streets, and in the district bounded by Lincoln, Robey and 18th streets, and Blue Island avenue, which was

Referred to the Committee on Finance.

Ald. Hoffman presented the following order:

Be it ordered by the City Council of the City of Chicago:

That the Commissioner of Health be and he is hereby authorized to employ 250 additional inspectors for 90 days at not to exceed the rate of $70 per month, said inspectors to be employed at once; and the Comptroller is hereby ordered to pay the wages of same. And it is further ordered that the Finance Committee be and it is hereby directed to include the necessary amount in the appropriation bill for 1907 to take care of the expenditures under this order.

Which was, by unanimous consent, on motion of Ald. Hoffman, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

Ald. Hoffman presented the following order, which was, on motion, duly passed:

WHEREAS, The service on the Douglas Park Branch of the Metropolitan West Side Elevated Railway is insufficient to accommodate the traffic on said road during the rush hours of the morning and evening; and

WHEREAS, A great number of people using said lines are compelled to stand and the cars are crowded to a point of great discomfort; and

WHEREAS, It is impossible to keep cars so crowded in a sanitary and healthful condition; therefore

Be it ordered by the City Council of the City of Chicago:

That the Superintendent of Transportation be and he is hereby directed to take the necessary steps to compel the Metropolitan West Side Elevated Railway to operate more cars during the rush hours of the day on the Douglas Park Branch.

Ald. Hoffman presented the claim of William Jude for refund for unused building permits, which was

Referred to the Committee on Finance.

TWELFTH WARD.

Ald. Zimmer presented an ordinance vacating that portion of West 14th street lying between South Leavitt street and South Irving avenue, and vacating an alley in Sub-lot 1 of Block 10, of Section 19-39-14, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Uhlir presented the claim of Josef Hrabak for compensation for personal injury to daughter, which was

Referred to the Committee on Finance.

THIRTEENTH WARD.

Ald. Riley presented an ordinance amending Section 235 of the Revised Code of 1905, which was

Referred to the Committee on Building Department.

Ald. Riley presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be, and he is hereby directed to issue a permit to Tabernacle Baptist Church, L. V. Warren, Pastor, to erect an electric sign upon two posts to be placed at the curb line at the Southwest corner of West Madison street and Spaulding avenue; said sign to be constructed and erected in accordance with the rules and regulations of the Department of Electricity and to the satisfaction of the City Electrician. The permission hereby granted may be revoked by the Mayor at any time at his discretion.

Ald. Riley presented a communication from the Commissioner of Buildings suggesting an amendment to Section 686 of the Revised Code of 1905 as amended January 2, 1907 (pages 2493-4, Council Proceedings.)

Ald. Riley moved that the Corporation Counsel be instructed to draft an ordinance embodying the amendment suggested.

The motion prevailed.

Ald. Considine presented the claims of sundry persons for 90 per cent refunds of water pipe assessments, which were

Referred to the Committee on Finance.

FIFTEENTH WARD.

Ald. Smith presented the claim of A. L. Adam for rebate of special assessment, warrant No. 18059, which was

Referred to the Committee on Finance.

SEVENTEENTH WARD.

Ald. Dever presented the following resolution, which was, on motion, duly adopted:

Be it Resolved by the City Council of the City of Chicago:

That the Corporation Counsel of said city be requested if he deems it appropriate from a professional standpoint to communicate with the Chief Justice of the Supreme Court of Illinois and ascertain, if possible, how soon a decision may be expected from the Supreme Court in the test case now pending before that court and involving the validity of the Street Railway Certificate Ordinance and the validity of the Mueller Law pursuant to which said ordinance was passed. And that said Corporation Counsel communicate to said Chief Justice, if he deems it appropriate, that the City of Chicago is desirous of ascertaining said information with a view of curing by appropriate amendments any defects that might exist in the Mueller Law at the present session of the Legislature. And also with a view of submitting to the people at the April election another Certificate Ordinance, if such a course should be found necessary or advisable in view of the opinion of the court.

Ald. Dever presented a petition from

crib keepers for increase in salary, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of West Superior street from North Green street to North Morgan street.

By unanimous consent, on motion of Ald. Sitts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

EIGHTEENTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of West Randolph street from Ann street to Sangamon street.

By unanimous consent, on motion of Ald. Conlon, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Bowler presented an ordinance in favor of Oscar Schreiber for a sidewalk elevator, which was

Referred to the Committee on Streets and Alleys, West Division.

TWENTIETH WARD.

Ald. Stewart presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 4 of an ordinance providing for the licensing and regulation of sales stables, passed December 3, 1906, be and the same is hereby amended so as to read as follows:

SECTION 4. Upon complying with the foregoing conditions and the payment of a license fee of six dollars and twenty-five cents ($6.25), for a period of three months, the applicant shall receive a license authorizing such person, firm or corporation to keep and conduct a sales stable at the place designated in said license, subject, however, to all ordinances of the City of Chicago in force at the time of the issuance of such license and during the term for which it is granted.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

Which was, by unanimous consent, on

motion of Ald. Stewart, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

Ald. Finn presented the claim of Catholic Bishop of Chicago for refund of water pipe assessment, which was

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the east side of Dearborn avenue from Division street to a line 120.4 feet north of the north line of Division street.

By unanimous consent, on motion of Ald. Reese, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

TWENTY-SECOND WARD.

Ald. Dougherty presented the following resolutions:

WHEREAS, The City Council of the City of Chicago, has learned with deep sorrow and regret of the death of Thomas Carney, one of Chicago's pioneers, who faithfully served the people of the City of Chicago as Alderman of the Eighteenth Ward, from 1869 to 1871, and who was always identified in public and business life with all movements that made for the upbuilding and general good of Chicago; therefore, be it

Resolved, That in the death of Thomas Carney the City of Chicago has lost a valuable citizen, one who as a public official, served the people faithfully and well and who as a business man, as husband and as father, lived the life of a true man. And that we hereby tender our sincere and heartfelt sympathy to his bereaved widow and children; and, be it further

Resolved, That in recognition of his faithful public service and honorable career these resolutions be spread upon the records of the City Council and a copy thereof, duly engrossed, be presented to his bereaved family.

Which were adopted unanimously by a rising vote.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the north side of Huron street from Sedgwick street to a line 42.25 feet east of Sedgwick street.

By unanimous consent, on motion of Ald. Sullivan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

TWENTY-THIRD WARD.

Ald. Jacobs presented the claim of H. W. Wusterbarth for a refund of water pipe assessment, which was

Referred to the Committee on Finance.

TWENTY-FOURTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with granite blocks, Clybourn avenue from Diversey boulevard to the east line of the street railway right-of-way on North Western avenue and the south line of the street railway right-of-way on Belmont avenue.

By unanimous consent, on motion of Ald. Hahne, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cement sidewalk on the east side of Racine avenue, from Belden avenue to a point 250 feet north of Belden avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on the east side of Racine avenue, from Belden avenue to a point 250 feet north of Belden avenue," passed April 30, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed November 14, 1906, Warrant No. 34654, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

TWENTY-FIFTH WARD.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for opening an alley, between Oakdale avenue, Diversey Avenue boulevard, North Halsted street and Burling street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for Opening an Alley between Oakdale Avenue, Diversey Avenue Boulevard, North Halsted street and Burling street," passed July 9, 1906, be and the same is hereby repealed.

SECTION 2. That the Attorney for the Board of Local Improvements is hereby ordered to dismiss the petition in said cause, under Docket 276697 of the Circuit Court of said County.

SECTION 3. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Blase presented the claim of William Keller for refund of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Blase presented an order for a sewer in West School street, from Elston avenue to a point 125 feet west of California avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Elston avenue, from 425 feet southeasterly of West Addison street, measured on the southwesterly side of said street to 550 feet northwesterly of West Addison street, measured on the southwesterly side of said street.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of Grant street, from North 72d avenue to the west line of Burhans avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved

and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West Lawrence avenue, from North 44th court to North 48th avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a tile pipe sewer in Calland court, from Grand avenue to West North avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, wicki, Schermann, Sitts, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in North 47th avenue, from West North avenue to Grand avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was pasesd by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

TWENTY-EIGTH WARD.

Ald. Larson and Herlihy presented an order for paving Pleasant place, between Maplewood avenue and Rockwell street, which was

Referred to the Board of Local Improvements.

Ald. Herlihy presented the following resolution, which was, on motion, duly adopted:

WHEREAS, The City Council did on January 15th, 1907, concur in the report of its Committee on State Legislation recommending for passage by the 45th General Assembly of the State of Illinois a bill for an Act for the punishment of criminal assaults upon women and children; therefore, be it

Resolved, That the Mayor be and he is hereby directed to appoint three members of the Committee on State Legislation to act as a special committee to urge the passage of the said bill by the Legislature at its present session.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt North Hoyne avenue from West North avenue to Alice place.

By unanimous consent, on motion of Ald. Larson, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Hardin, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

TWENTY-NINTH WARD.

Ald. Wendling presented an ordinance amending Sections 637 and 639 of the Revised Municipal Code of 1905, which was

Referred to the Committee on Building Department.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to put in one 1 1-2 inch water supply pipe for the C. S. P. S. Bohemian School located at N. W. Corner 48th and Honore streets; said connections to be without meters or cost to said institution; provided that the rights and privileges hereby granted may be revoked by the Mayor at any time at his discretion.

Ald. Wendling moved that the claim of Louis Kleinhaus for injuries to horse, placed on file December 17, 1906, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: on the south side of West 51st street, from South Kedzie avenue to South St. Louis avenue, etc.

By unanimous consent, on motion of Ald. Wendling, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoff-

man, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

THIRTY-FIRST WARD.

Ald. Roberts presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That an ordinance passed by this Council on April 30th, 1906, and shown at page 191 of the Council Proceedings of that date, be and the same is hereby amended as follows: By striking out from the nineteenth line of said ordinance the name of "John R. Buchan" and by inserting in lieu thereof the name of "John F. Eberhart"; the correct name of claimant being John F. Eberhart and not John Buchan.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Roberts, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wenduing, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cinder sidewalk on the north side of West 59th street from South Robey street to South Western avenue.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of State street, from 61st street to a line 310 feet north of 59th street.

By unanimous consent, on motion of Ald. Roberts, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Ja-

cobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented an ordinance vacating that portion of Peoria street lying between 86th and 87th streets, and certain alleys in Schmidt's Sub-division, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to require the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Co. to open a grade crossing at the southern extension of South Hermitage avenue and West 91st street, over their right of way, and plank same.

Ordered, That the Commissioner of Public Works be and he is hereby directed to require the Baltimore and Ohio Railroad Company to open a grade crossing at Beverly avenue and West 89th street over their right of way and plank same.

Ordered, That the Commissioner of Public Works be and he is hereby directed to require the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Co. to open a grade crossing at the southern extension of South Hermitage avenue and West 91st street over their right of way, and plank same.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of West 81st street, from Stewart avenue to the Chicago and Western Indiana Railroad.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and anys as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 79th street, from Vincennes Road to South Halsted street.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordi-

nance for a sewer in South Ashland avenue, from West 95th street to West 94th street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in West 101st place from Longwood avenue to Tremont avenue.

By unanimous consent, on motion of Ald. Badenoch, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in West 101st place, from Prospect avenue to South Wood street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Bihl and Hunt presented two resolutions in favor of the Kensington and Eastern Railroad Company permits to cross temporarily with its tracks, 130th street and a certain public road in the northeast quarter of the northwest quarter of Sections 35, 37, 14; which were

Referred to the Committee on Streets and Alleys, South Division.

Ald. Hunt presented an order for a six inch water supply pipe in 74th place, between Jackson Park and Washington avenues, which was

Referred to the Board of Local Improvements.

Ald. Bihl presented an order for a water supply pipe in parts of Indiana avenue, 81st street and Prairie avenue, and an order for a sewer in Stewart

avenue, between 111th and 115th streets, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of 86th street from the Illinois Central Railroad to Cottage Grove avenue.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in State street, from a point 450 feet south of the south line of 107th street to a point 56 feet south of the south line produced of 108th place.

By unanimous consent, on motion of Ald. Bihl, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Kohout presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the time for the acceptance of the ordinance for the elevation of the roadbeds and tracks of the Chicago, Burlington and Quincy Railway Company, the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee the Illinois Northern Railway Company and the Illinois Northern Railway Company, passed by the City Council on the 12th day of November, A. D. 1906, and published on pages 1894 and 1921 inclusive of the official proceedings of the City Council of the City of Chicago for the years 1906 and 1907, entitled "An ordinance requiring the Chicago, Burlington and Quincy Railway Company, the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Chicago and Northwestern Railway Company, the Chicago Terminal Transfer Railroad Company, the Chicago Junction Railway Company, the Atchison, Topeka and Santa Fe Railway Company, or its lessee the Illinois Northern Railway Company and the Ilinois Northern Railway Company, respectively, to change the plane of certain of their railway tracks within the City of Chicago,"

passed November 12th, A. D. 1906, and published on pages 1894 to 1921 inclusive of the official proceedings of the City Council of the City of Chicago for the years 1906 and 1907, be and the same is hereby amended as follows, to-wit:

Amend Section 19 in the 5th line on page 1921, after the word "within," by striking out the words and figures "ninety (90)" and in lieu thereof insert the words and figures "two hundred (200)."

SECTION 2. This ordinance shall take effect from and after its passage and approval.

Which was, by unanimous consent, on motion of Ald. Kohout, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

Ald. Kohout presented the claim of Fred W. Young for refund of 90 per cent. of water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Nolan presented the claim of S. J. Gerberich for refund of water pipe assessment, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on both sides of South Lawndale avenue, from West 31st street to the northerly line of the south branch of the Chicago River.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cement sidewalk on the west side of South Central Park avenue, from West 12th street to 125 feet south of West 12th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cement sidewalk on the west side of South Central Park avenue, from West 12th street to 125 feeet south of West 12th street," passed October 16, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed May 10, 1906, Warrant No. 34146, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its pasage.

Which was, on, motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

The following ardinance:

AN ORDINANCE

Repealing an ordinance for the improvement of South 40th avenue, from West 16th street to a point 705 feet south of Ogden avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of South 40th avenue, from West 16th street to a point 705 feet south of Ogden avenue," passed February 1, 1904, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed January 4, 1906, Warrant No. 33859, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the claim of William R. Northway for wages withheld during illness, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a sewer in West Jackson street, from South 48th avenue to South 52d avenue.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as folows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Lexing-

ton street, from Walnut avenue to a point 528 feet east thereof.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sidewalk on the south side of North avenue, from North 44th avenue to North 46th avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on the south side of North avenue, from North 44th avenue to North 46th avenue," passed January 2, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed June 19, 1906, Warrant No. 34250, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on sundry claims for refunds of 90% of special assessments for laying water pipes, deferred and published January 28, 1907, page 2791.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers to the following named persons, in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the report of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment, and duplicate special assessment receipts because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund. upon identification and proper power of attorney from claimants.

Warrant		
14872	Mrs. H. M. B. Harlow	$ 84.52
16976	Sam Brown, Jr	28.64
16978	Endeavor Church	112.50
17980	Mrs. Deborah S. Dunscombe	16.01
19323	B. F. Jacobs	33.75
21137	Charles Vesely	6.25
21137	M. D. Hoge	124.50
21137	E. A. Batchelder	18.37
12699	E. F. Brown	35.37
16970	John Kreutzer	18.45
17208	F. L. Salisbury	27.78
17292	William P. Fitzpatrick	58.50
17976	Kuhn Brothers & Spangler	23.85
17980	Charles A. Peterson	16.01
18344	Charles H. Winchester	9.84
18344	William M. Manley	30.75
18344	Aaron Palmer	10.25
18344	J. L. Beach	10.25
18344	F. E. Malley	10.25
18779	M. Lassig	4.50
19365	Louis Lutz	3.15
20439	John J. O'Brien	5.70
20469	W. Baldwin	9.31
20761	W. Baldwin	6.36
21244	D. J. Hubbard	5.62
21245	Mrs. B. Ring	53.50
21283	Alex McDonald	17.35
21283	C. Rasmussen	8.67
21283	Ole Knudson	8.67
22052	H. D. Thomas	16.46
22947	Fred M. Blount, Trustee	39.64
23044	James R. Duff	20.44
23103	John Colvin	14.70
23116	Carl L. Hambleton	8.35
23116	J. C. Wilmarth	16.01
23116	Douglas Park Building Association	8.01
23116	William M. Lawrence	24.02
23235	J. M. Henderson	8.92
24889	Mrs. M. Phelps	58.12
24891	H. R. Johnson	18.76
24890	Edw. Speiter	19.49
24891	Charles J. Davis	19.54
25082	H. P. Wolf	13.19
30899	Antonia W. Rudnick	7.38
31123	Koch & Co	75.92
18745	F. Pepping	10.80
20761	Nellie Fitzgerald	11.93
20494	Oscar T. Windchy	6.13
20494	O. A. Thomander	6.13
23235	Nettie M. Lukens	8.92
20569	H. Bartel	19.60

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of John Dawson for wages, deferred and published January 28, 1907, page 2792.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston,

Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to allow John Dawson the sum of nine dollars ($9.00), being pay for two days' work in the Water Pipe Extension Division and use of team, in accordance with his recommendation of January 17th, 1907, attached hereto, and the Comptroller is ordered to pay the same from the Water Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of the Southwest Improvement Association for refund for hydrant key, deferred and published January 28, 1907, page 2792.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to refund to the Southwest Improvement Association the deposit of ten dollars ($10.00) made by said association for hydrant key, the voucher for said deposit not to be issued until the said association gives a bond to save the City harmless by reason of the refund of said deposit without the return of certificate of deposit No. 2073, which they claim has been lost.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works concerning the release of Jackson & Corbett Company from part of contract for substructure for North avenue bridge, deferred and published January 28, 1907, page 2793.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized, in accordance with the recommendation of the City Bridge Engineer, dated January 10th, 1907, and attached hereto, to release Jackson & Corbett Company from that part of their contract for the building of the sub-structure of the North avenue bridge of a portion of the south curb wall on the east approach, the adjacent sidewalk and the filling and paving of the east approach, it being impossible to complete said work because of the roadway and street car tracks leading to the temporary bridge, and the maintenance of street car traffic requiring that the temporary bridge be used until new bridge is completed.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works concerning reserves on contracts with the Miami Coal Company, deferred and published January 28, 1907, page 2793.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bade-

noch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to pay the 15% reserves held on contracts with the Miami Coal Company for coal delivered to the stations named, the city having exercised its right for an extension of said contracts for a period of ninety days.

Norwood Park Pumping Station, tion, reserve	$ 57.22
Washington Heights Pumping Station, reserve	472.49
Sixty-eighth Street Pumping Station, reserve	6,702.67
Kensington Pumping Station, reserve	150.74

This action is taken in accordance with the recommendation of the Commissioner of Public Works, dated January 24th, 1907, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works concerning special castings, valves and hydrants, deferred and published January 28, 1907, page 2793.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to advertise for such pipes, special castings, valves and hydrants required for extension of water mains during the year 1907, no contracts for such material to be let until the bids received therefor have been submitted to the Finance Committee.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a request of the Commissioner of Health for an appropriation for an additional rendering plant inspector, deferred and published January 28, 1907, page 2794.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Health be and he is hereby authorized to employ one additional rendering plant inspector pending the passage of the appropriation bill for 1907, at a salary not to exceed one hundred dollars ($100.00) per month, and the Comptroller is ordered to pay the salary of same.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of R. O'S. Burke for wages withheld during suspension, deferred and published January 28, 1907, page 2794.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoff-

man, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed, in accordance with his recommendation of January 17th, 1907, to allow salary of Ricard O'S. Burke from September 20th, to October 19th, 1905, which was deducted during suspension pending trial before the Civil Service Commission, and the Comptroller is ordered to pay the same.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Hugh Daly and John Hafer for compensation for damage to property on account of track elevation, deferred and published January 28, 1907, page 2794.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgment of fifteen hundred dollars ($1,500.00) to be taken against the city, in a suit against the city in the Superior Court of Cook County, brought by Hugh Daly and John Hafer to recover damages to property known as 557-559-561-563 Thirty-fifth street, caused by the removal of the Thirty-fifth street viaduct.

This action is taken in accordance with the recommendation of the Corporation Counsel, dated January 25th, 1907, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Commissioner of Public Works concerning reserves on coal contracts with the Bickett Coal Company, deferred and published January 28, 1907, page 2794.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of

Public Works be and he is hereby authorized to issue vouchers to the Bickett Coal Comapny in the following sums; being reserves held by the city under the contracts with the said Bickett Coal Company for coal for the pumping stations named, the city having availed itself of the provision for an extension of said contracts for ninety days.

Springfield Avenue Pumping Station $2,002.89
Central Park Pumping Station. 2,067.06

and the Comptroller is ordered to pay the said vouchers from the funds so reserved.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the Bickett Coal Company concerning certain reductions on coal contract payments for excess ash, deferred and published January 28, 1907, page 2795.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to refrain from making deductions from the following named coal companies for the excess ash in the coal contracts for coal at the named stations, in accordance with his recommendation dated January 28th, 1907, and attached hereto:

Bickett Coal Company, Springfield Avenue Station.....$830.46
Bickett Coal Company, Central Park Avenue Station..... 866.82
Edgewater Coal Company, Lake View Pumping Station..... 370.05
Miami Coal Company, Chicago Avenue Pumping Station..... 151.91
Miami Coal Company, Norwood Park Pumping Station..... 3.05

and the Comptroller is ordered to pay vouchers for or including the said amounts when properly approved by the Department of Public Works.

The Clerk, on motion of Ald. Snow, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting permission to Geist Brothers to maintain a switch track, deferred and published December 17, 1906, page 2357.

Ald. Snow moved to refer the report and ordinance to the Committee on Compensation.

The motion prevailed.

The Clerk, on motion of Ald. Kohout, presented the report of the select Committee on Track Elevation on an amendatory ordinance changing the height of the subway in Washtenaw avenue under the Chicago Terminal Transfer Railroad, deferred and published January 2, 1907, page 2450.

Ald. Kohout moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wenduing, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —68.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

To amend an ordinance entitled "An

ordinance requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbed and tracks within the City of Chicago," passed December 10, 1906, and published on pages 2260 to 2272, inclusive, of the official records of the Council Proceedings of the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance requiring the Chicago Terminal Transfer Railroad Company to elevate the plane of certain of its roadbed and tracks within the City of Chicago," passed December 10, 1906, and published on pages 2260 to 2272, inclusive, of the official records of the Council Proceedings of the City of Chicago, be and the same is hereby amended as follows:

Amend Section 4a, in the right hand column of page 2262, under the head of Subway in Washtenaw Avenue, by striking out the figures "2.9" in the second line, and in lieu thereof insert the figures "3.9"; also strike out the figures "10.6" in the fifth line, and in lieu thereof insert the figures "9.6"; also strike out the figures "12.0" in the last line, and in lieu thereof insert the figures "13.6."

SECTION 2. All the provisions of the ordinance as passed December 10, 1906, hereby amended, shall apply to the things provided for and embraced in this ordinance unless otherwise herein specially provided; and the rights, obligations, powers and duties of the City of Chicago and said railroad company shall be the same in all respects as if said ordinance of December 10, 1906, and this ordinance had originally contained all the matters and things embraced in this ordinance; and the said ordinance of December 10, 1906, and this ordinance shall be construed together the same as if this ordinance had been embodied in said ordinance hereby amended.

SECTION 3. This ordinance shall take effect from and after its passage and approval.

The Clerk, on motion of Ald. Pringle, presented a bill to amend the Criminal Code to provide the death penalty for burglary committed in the night time with intent to commit murder, rape or other felony, recommended by the Committee on State Legislation to the General Assembly for enactment, deferred and published January 7, 1907, page 2524, and deferred January 15, 1907, page 2734.

Ald. Pringle moved that the Council concur in the report of the committee and recommend the bill to the General Assembly for enactment.

The motion prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—67.

Nays—Brennan, Conlon—2.

STREET RAILWAY ORDINANCES.

The Council, on motion of Ald. Werno, proceeded to the consideration of the report of the Committee on Local Transportation recommending the passage of an ordinance entitled "An ordinance authorizing the Chicago City Railway Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago," and an ordinance entitled

"An ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago;" which said report and ordinances were deferred and published January 15, 1907, on pages 2559 to 2667, inclusive.

In connection with the ordinances under consideration, Ald. Werno presented the following communication from the Special Traction Counsel, and certain proposed Articles of Agreement between the representatives of the General Electric Railway Company and the Chicago City Railway Company and the City of Chicago, which were read by the Clerk and ordered published:

To the Members of the Committee on Local Transportation, City Council, Chicago:

GENTLEMEN—Pursuant to your instructions I have made an extended examination of the authorities upon the question as to whether an ordinance may be passed containing an express provision that it shall not go into effect unless and until it has been approved by a vote of the people. From this examination I am of the opinion that, under the law of the State of Illinois, such a provision is valid. There are jurisdictions in which such provisions in Statutes have been held to be illegal, and the laws themselves in which they were inserted have been held inoperative and void. But in the case of Home Insurance Company v. Swigert, 104 Ill., 653, our Supreme Court says:

> "Whatever the rule may be in other states, it is well settled in this, as will appear from the cases just cited, that it is competent for the legislature to pass a law, the ultimate operation of which may, by its own terms, be made to depend upon some contingency as upon an affirmative vote by the electors of a given district, or upon any other indifferent contingency the legislature in its wisdom may prescribe. Where the contingency upon which the ultimate operation of a law is made to depend consists of a vote of the people, or the action of some foreign deliberative or legislative body, as is the case here, it is erroneous to suppose the legislature in such case abandons its own legislative functions or delegates its powers to the people in the one case, or to such foreign deliberative or legislative body, in the other. In either case the law is complete when it comes from the hands of the legislature, otherwise it would be inoperative and void, for we fully recognize the principle a law, properly so called, cannot have a mere fragmentary or inchoate existence; and even if it could, neither the people by a vote nor any other independent body, could complete the unfinished work of the legislature, and thus make it a law. But, while this is so, nothing is better settled than that the operation and even remedial character of a perfect and complete law may, by virtue of limitations contained in the law itself, based upon contingent extrinsic matters, be enlarged, diminished or wholly defeated. Such laws, though adopted absolutely and perfect in all their parts, yet by their own limitations they are applicable to a hypothetical condition of things only, and which may or may not ever happen. That it is perfectly competent for the legislature to pass such laws is shown by long legislative experience and a decided weight of judicial authority. Indeed, we have not the slightest doubt of the validity of laws of this character, and to hold otherwise would clearly lead to the most series consequences."

The general doctrine is well stated in Lewis' Sutherland on Statutory Construction, Volume 1, Second Edition, at page 163, where it is said:

> "The legislature cannot refer a bill to the people for them to make it a law by popular vote. When such vote is called for to give the force of law to a

proposal or plan of a law formulated by the legislature and submitted to the people, the courts only declare a truism on which there is no dissent, in holding acts so adopted unconstitutional. But if an act is adopted by the legislature as a law, and, pursuant to its provisions, it is submitted to the people and, on their expression of approval or disapproval as a fact or event, the act by its terms does, or does not take effect, or takes effect at one particular date rather than another, then, apparently, the only question is, whether the legislature can pass a law to take effect upon such contingency. The authorities would seem now to have established the doctrine, though not universally, that the result of a popular vote is a contingency on which laws may be enacted to take effect."

This doctrine is laid down by Dillon on Municipal Corporations, Fourth Edition, Vol. 1, p. 389, where it is said:

"Municipal ordinances, otherwise valid, may, like an act of the legislature, be adopted to take effect in future and upon the happening of a contingent event."

In the case of State v. Parker, 26 Vt. 357, an act was made to go into effect upon a popular vote, and Chief Justice Redfield sad:

"It is admitted on all hands that the legislature may enact laws the operation or suspension of which shall be made to depend upon a contingency. This could not be questioned with any show or reason or sound logic. It has been practiced in all free states for rundreds of years, and no one has been lynx-eyed enough to discover, or, certainly, bold enough to declare that such legislation was, on that account, void or irregular. * * * If the operation of a law may fairly be made to depend upon a future contingency, then, in my apprehension, it makes no essential difference what is the nature of the contingency, so it be an equal and a fair one, a moral and a legal one, not opposed to sound policy, and so far connected with the object and purpose of the Statute as not to be a mere idle and arbitrary one."

There can be no contention but that the future contingency upon which it is proposed to make the going into effect of the pending traction ordinances depend, is a fair one and that it is consistent with sound public policy. The entire tendency of the law in the State of Illinois has been more and more to make the decision of public policies depend upon a vote of the people. This policy starts with the provision in the Constitution of the State requiring the submission of constitutional amendments to the people, and has been applied to innumerable local option laws and to laws for the issuance of bonds and other municipal securities. In the Mueller Law it has been applied not only to the special street railway certificates, but to the question of municipal operation as well. Practically all public utility ordinances have for many years been made to depend upon various contingencies, chief among which, of course, has been the filing of bonds and of formal acceptances by the Companies involved, although many other contingencies have also been inserted. No serious question has ever been raised with regard to the validity of such provisions, and no case can be found in Illinois opposed to the authorities I have already cited. Upon the contrary, numerous cases can be cited in their support. These cases began in Illinois as early as the People v. Reynolds, 10 Ill., 1, which involved the statute providing for the division of Gallatin County and the incorporation of part of its territory into a new county, the act to go into effect upon a favorable vote of the people. It will be observed that this was not the case of a local option law, applicable to any County in the State which might adopt it, but was a general law, which applied, however, solely to Gallatin County. The Court held the act constitutional, and said:

"To establish the unconstitutionality of this act it is assumed that, instead of being a law, finished and obligatory from the hands of the General Assembly, this is merely a bill prepared by the Department of the Government and submitted to the people of Gallatin County, to be by them passed into a law, or defeated at the polls. This assumption is not true, in fact. The law as passed was complete and perfect, although its principal provisions were to take effect upon a contingency the determination of which did not depend upon the exercise of legislative powers by the people, but upon an expression which they were authorized to make rather in the execution than in the enactment of the law, an expression to be made in a legitimate and an ordinary way. * * * It is presumed that there is no constitutional provision determining upon how many or upon how few the legislature may confer this power. That must be left to legislative discretion. If the voters of a city or town may be authorized to determine, either directly by their vote, or by their local representatives, whether spirituous liquors shall be sold within their precincts, then surely the voters of a county may be allowed to do the same. Upon the question of authority it can matter little whether the territory be greater or less, or whether it be densely or sparsely populated."

This reasoning leaves no room for any distinction between an act applicable to a single county and an act applicable to the entire state, between an ordinance applicable to a part of the city and an ordinance applicable to the entire city, between enactments which are to go into effect upon the vote of a special district and enactments taking effect upon the vote of the entire state or municipality.

The general doctrine was again laid down in People v. Salomon, 51 Ill., 37, and in People v. Hoffman, 116 Ill., 587, where it was said:

"Laws which depend for their operation upon the votes of the people have sometimes been held to be unconstitutional, as involving a delegation of legislative authority. In this State, however, they have been held to be valid."

That there is no distinction between statutes and ordinances in this regard was held in City of Roodhouse v. Johnson, 57 Ill. App., 73, where it was said:

"We apprehend that, in one sense, and a proper one, an act or ordinance 'takes effect' or is 'in force' when the legislature has done all it is required to do in order to give it force and effect, according to the intention of that body, although it may not operate to accomplish the object intended from that time, because that may clearly not be the intention of the act or ordinance. The after acomplishment of that object may depend upon conditions thereafter to arise, as from the voluntary action of parties to be affected, or otherwise. For different reasons, natural or legal, it might not be possible for the act to have that effect immediately upon its passage, and in such case there could be no reasonable presumption that the legislature intended it should. But by its passage they may have done all they were required to do to give it immediate validity as an expression of the legislative will, and by its own force to have that practical effect at the proper time."

This case involved the validity of an ordinance fixing the salary of the City Attorney.

In City v. Stratton, 162 Ill., 494, the Supreme Court upheld a municipal ordinance requiring the consent of property owners to the location of livery stables, and in doing so, said:

"It is competent for the legislature to pass a law the ultimate operation of which may, by its own terms, be made to depend upon a contingency. * * *

The operation of the ordinance is made to depend upon the fact of the consent of a majority of the lot-owners, but the ordinance is complete in itself, as passed. What are known as local option laws depend for their adoption or enforcement upon the votes of some portion of the people, and yet are not regarded as delegations of legislative power."

The Hoffman and the Stratton cases have been repeatedly cited with approval by our Supreme Court; and there are similar decisions as to ordinances in Missouri, Maryland and Indiana.

There are certain jurisdictions outside of Illinois in which a distinction is made between laws of local application or general laws which may be adopted by particular localities, and general laws, which are in their terms applicable to the entire State. These decisions, however, are wholly opposed to the reasoning of the Illinois cases, and are not supported by a single decision in this State. Even, however, if the distinction were applicable here, it would not seem to apply to ordinances granting certain special rights to particular street railway companies. These are not general ordinances, like ordinances defining and punishing disorderly conduct, or making other municipal regulations of uniform application throughout the City. They are merely ordinances granting to particular companies the right to construct and operate street railways in certain streets, upon certain terms and conditions, fixed in the ordinances. The Street Railway Act especially provides that the consent of the municipal authorities may be granted "upon such terms and conditions" as such authorities "shall deem for the best interests of the public." Our Supreme Court has expressly held that this authorizes municipalities to impose whatever terms and conditions it may see fit, and one of such conditions may well be the approval of the voters of the City.

In conclusion, it is proper to call attention to the fact that, even in those jurisdictions where laws or ordinances cannot be made to take effect upon the result of a popular vote, such laws or ordinances do not go into effect in spite of this limitation but, upon the contrary, are held to be invalid and void. A careful examination of the authorities in all of the States has disclosed the fact that there is only one State in the entire Union in which the contrary doctrine is held, the decisions of all other States being uniform upon this proposition.

Respectfully submitted,

WALTER L. FISHER.

ARTICLES OF AGREEMENT, made and entered into this 21st day of January, A. D. 1907, by and between *John A. Spoor* and *Thomas E. Mitten*, acting on behalf of themselves and their associates in interest, parties of the first part, and the *City of Chicago*, party of the second part, and the *First Trust and Savings Bank*, the party of the third part, WITNESSETH:

THAT WHEREAS, the Transportation Committee of the City Council of the City of Chicago did, on the 15th day of January, A. D. 1907, report and recommend to the City Council for passage a certain ordinance, entitled "An ordinance authorizing the Chicago City Railway Company to construct, maintain and operate a system of street railways in the streets and public ways of the City of Chicago," which ordinance is, at the date hereof, still pending before the said City Council; and,

WHEREAS, the report of the said Transportation Committee upon the said ordinance was made upon the promise and agreement of the representatives of the Chicago City Railway Company that before the passage of said ordinance arrangements should be made which should, in the event of the passage of said ordinance,

secure to the City of Chicago the right and power to cancel and annul all the rights and franchises of the General Electric Railway Company in the streets of the City of Chicago, and the right to remove, or to cause to be removed, all the street railways of the said General Electric Railway Company from the streets of the said City, in so far as the City Railway Company or any of the parties interested in the City Railway Company, as stockholders or otherwise, through the ownership or control of the stocks, bonds or other indebtedness or securities of the said General Electric Railway Company, should be able to give the City said right and power of cancellation and removal, to the end that the existing rights and tracks of the General Electric Railway Company should not stand in the way of the City or its licensee extending the street railway system of the City Railway Company in and upon the streets and part of streets covered by the ordinance to said General Electric Railway Company in the event of the purchase of said street railway system either by the City or its licensee:

Now, THEREFORE, for the purpose of carrying into effect the said promise and agreement, and in consideration of one dollar ($1.00) to them in hand paid, the receipt whereof is hereby acknowledged, the said parties of the first part, and their associates, have this day deposited with the said party of the third part the promissory notes, bonds and certificates of stock particularly described in Schedule "A," attached hereto and made a part of this instrument, which said securities so deposited shall be held by said party of the third part for the purposes, upon the trusts and with the powers following, to wit:

First: If the said ordinance hereinbefore described, either as it now stands or as it may be amended, shall not go into force and take effect on or before the first day of July, A. D. 1907, all of the said promissory notes, bonds and certificates of stock deposited as aforesaid with the said party of the third part, shall, upon request, be returned to the said John A. Spoor and Thomas E. Mitten, or either of them.

Second: In the event that the said ordinance hereinbefore described, either as it now stands or as it may be amended, shall be passed by the City Council, and become operative and take effect, all of the said notes, bonds and stocks, deposited with said party of the third part, shall continue and remain in the possession of the said party of the third part as trustee, except as the same may be disposed of in carrying out the provisions of this instrument, until all the rights and franchises of the General Electric Railway Company in the streets of the City of Chicago shall have been cancelled and annulled, and all the street railways of the said General Electric Railway Company shall have been removed from the streets of the City of Chicago, and while so on deposit the said trustee shall have the right to transfer to its own name, and to vote said stock, and to enforce the payment of said notes and bonds, and shall also have all the powers and rights over the said notes, bonds and stocks which it is within the power of said parties of the first part and their associates to confer, and also the right to do all such acts as may be necessary or appropriate to secure

(a) The cancellation and annulment of all rights and franchises of the said General Electric Railway Company in any and all of the streets of the City of Chicago in which said Company's street railway tracks have not been constructed prior to the date of these articles of agreement.

(b) (1) The removal of the street railway tracks of the General Electric loss, liability or damages in any way arising or growing out of any want of authority on the part of the said parties of the first part to execute this agreement or to make the deposit above specified, or to authorize the doing and performing of all the things hereinbefore authorized to be done; and the said parties of the first part

Railway Company from any and all streets of the City of Chicago, whenever the City of Chicago, or its licensee, shall purchase the street railway system of the Chicago City Railway Company, or (2) whenever the City of Chicago shall require the Chicago City Railway Company to extend its street railway system into or upon the streets or parts of streets which are occupied by the street railway tracks of the said General Electric Railway Company; in the last case (2) specified the removal of the tracks of the General Electric Railway Company to be confined to such streets or parts of streets in which the City of Chicago shall require the Chicago City Railway Company to extend its street railway system.

The said party of the third part shall, in discharge of the powers conferred upon it under this agreement, comply with and be governed by any direction or requirement contained in any ordinance or ordinances passed at any time, or from time to time, by the City Council of the City of Chicago, for the purpose of securing the cancellation and annulment of the rights and franchises of the said General Electric Railway Company in the streets of the City of Chicago, and the removal of its street railway tracks from any or all of the streets of the City of Chicago at the time or times and in the manner and to the extent hereinbefore provided.

This instrument shall be construed as conferring upon the City of Chicago, through its City Council, all the right and power to secure the ends hereinbefore specified which it is within the power of the parties of the first part and their associates to give or confer on the City of Chicago, by means of or through their interest in the securities deposited with the said party of the third part as hereinbefore described.

The City of Chicago shall, notwithstanding this agreement, retain all of the rights and powers which it now has or may hereafter acquire, to contest any or all rights of whatever nature and description that may be claimed by the said General Electric Railway Company, or any party or parties claiming by, through or under said Company, to occupy any streets or public places of the City of Chicago, and nothing in this agreement contained shall have the effect, or be construed to have the effect, of limiting or impairing, in any manner, the right of the City of Chicago, by suit or otherwise, to require or procure the cancellation and termination of any and all such claims, and to require or procure the removal of any street railway tracks of the said General Electric Railway Company, or any party or parties claiming by, through or under it from the streets of the City of Chicago.

Upon the cancellation and annulment of all the rights and franchises of the General Electric Railway Company, and the removal of all its street railway tracks from the streets of the City of Chicago, the said party of the third part shall, upon the payment to it by the said parties of the first part of all its costs, charges, and expenses connected with or growing out of the said deposit, or in the discharge of the rights and duties of the said party of the third part under these articles of agreement, deliver and transfer to the said John A. Spoor and Thomas E. Mitten, or either of them, upon request, all of the securities and other instruments and property, if any, which shall then remain in the hands of the said party of the third part under these articles of agreement, being either the original securities and other papers deposited, or such interests as shall have been received in lieu thereof.

Third: The said parties of the firsts part hereby guarantee to the City of Chicago and the party of the third part that they have full right, lawful power and authority to enter into this agreement, and to make the deposit with the said party of the third part hereinbefore mentioned, and covenant and agree that they will indemnify and save harmless the said parties of the second and third parts from any

further state, and covenant and agree, that the said evidences of indebtedness, stocks and bonds deposited as aforesaid with the said party of the third part, represent all the interests of any kind in the General Electric Railway Company, or in any of its bonds, stock or other securities in any way owned or controlled by the Chicago City Railway Company, or by any one interested in or acting for the Chicago City Railway Company, either as stockholder, director, agent, or otherwise.

In witness whereof the said parties have executed this instrument the day and year first above written.

..... (SEAL.)
..... (SEAL.)
.....
By.....
Its President.

SCHEDULE A.

43954 Shares of the Stock of the General Electric Railway Co.

Demand Notes Signed by Wm. W. White.

June 8th, 1898 ..... $1,081,243.13
(Upon which is endorsed credit of $25,000)
Collateral—500 First Mortgage Bonds Genl. Electric Ry. Co., $1,000 each.
$7,500 note of Gen. Elec. Co.—6/7/98.
$200,000 note of Gen. Elec. Ry. Co.—6/7/98.

November 30th, 1899—interest 5 per cent 34,687.94
Collateral—Demand note of Gen. Elec. Ry. Co. for $25,000, interest 5 per cent, Nov. 16th, 1899.
Demand note of Gen. Elec. Ry. Co. for $9,687.94, int. 5 per cent, Nov. 16th, 1899.

December 27th, 1899, interest 6 per cent 5,000.00
Collateral—Demand note of Gen. Elec. Ry. Co. for $5,000.00, int. 5 per cent, Nov. 16th, 1899.

May 31st, 1900—interest 5 per cent 30,000.00
Collateral—Six demand notes of Gen. Elec. Ry. Co. for $5,000 each —$30,000—int. 5 per cent, 5/31/1900.

July 28th, 1900—interest 5 per cent 10,000.00
Collateral—2 demand notes of Gen. Elec. Ry. Co., for $5,000 each —int. 5 per cent—July 27th, 1900.

December 14th, 1900—interest 5 per cent 20,000.00
Collateral—4 demand notes of Gen. Elec. Ry. Co., for $5,000 each, int. 5 per cent, 12/14/1900, 2 undated.

September 30th, 1903—interest 7 per cent 35,000.00
Collateral—3 demand notes of Gen. Elec. Ry. Co., for $10,000 each, undated, int. 5 per cent.
One demand note of Gen. Elec. Ry. Co., for $5,000, January 24th, 1905.

Demand Notes of General Electric Railway Co.

May 18, 1899—interest 5 per cent (2 notes $5,000 each) ..... $ 10,000.00
1903—interest 5 per cent 10,000.00
November 20, 1906 ..... 3,000.00
Five notes Union Transit Company, $5,000 each 25,000.00

ORDINANCE TO CHICAGO CITY RAILWAY CO.

Ald. Werno moved that the Council do now proceed to the consideration of the ordinance recommended by the Committee authorizing the Chicago City Railway Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago.

The motion prevailed.

Ald. Werno presented the following amendments to the ordinance under consideration:

Amend the ordinance to the Chicago City Railway Company, by inserting, in Section 3, between the words, "and" and "in," of line 10, on page 2570, of the Council Proceedings for January 15th, 1907, the word "also," and by inserting after the figures "36," in the same line, the words "hereof, subject to the provisions of said Section."

Ald. Werno moved to adopt the amendment.

Ald. Dever moved to defer consideration thereon one week.

Ald. Werno moved to lay on the table the motion to defer.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl—55.

Nays—Harding, Richert Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, Larson, O'Connell, Kohout, Nolan, Race —14.

The question recurring on the motion of Ald. Werno to adopt the amendment, the motion prevailed.

Ald. Werno presented the following amendments to the ordinance under consideration, which were, on separate motions, duly adopted:

Amend the ordinance, also, by inserting the word "then," between the word "any" and the word "existing," in the seventeenth line on said page 2570.

Also, by inserting, in Section 11, the words "of any such corporation or corporations," after the word "railway," and before the word "connect," in the thirteenth line above the bottom of page 2577.

Also, by adding, at the end of Section 11, on page 2578, the following additional paragraph:

"The purchase or acquisition by the City or its licensee of any street railway or railways of any Company other than the Chicago City Railway Company shall not affect or impair the obligations of the Company under the provisions of this ordinance with regard to transfers and through routes in connection with, or over the line or lines so purchased or acquired, but the same shall thereafter continue in full force and effect."

Also, by striking out of Section 12 the words, "the full rate of," and the words, "prescribed in this ordinance," in the fifth line above the bottom of page 2578.

Also, by amending Section 20, by filling the blanks in the first paragraph of said Section 20, by inserting therein the words, "fourth" and "February," respectively, so that the paragraph in this respect will read as follows: "on the fourth day of February, A. D. 1907."

Also, by striking out of Section 20 the words, "and all property purchased or acquired by the Company after the passage of this ordinance," in the eighth

and seventh lines above the bottom of page 2584.

Also, by inserting in "Exhibit B" the word "main," between the word "the" and the word "Chicago," in the twelfth line on page 2607.

Also, in "Exhibit C," by changing the word "Harvard" to the word "Howard," in the paragraph headed "Route No. 3."

Amend the ordinance to the Chicago City Railway Company, by striking out of the 26th line of Exhibit A, as published on page 2602 *of the Council Proceedings of January* 15, 1907, *the words: "Indiana Avenue from* 51*st street to* 63*rd street."*

Ald. Werno moved to amend the ordinance further by striking therefrom Section 42 and by inserting in lieu thereof the following:

Section 42. *This ordinance shall not take effect or be in force unless and until a majority of the votes cast upon the following question of public policy at the election to be held in the City of Chicago, on the first Tuesday in April, A. D.* 1907, *are in the affirmative:*

"For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15, *A. D.* 1907), *authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee":*

In the event and only in the event that the said question of public policy is submitted to the electors of said city at said election, and a majority of the votes cast upon the said question at said election are in the affirmative, then and in that event, this ordinance shall take effect and be in force from and after its acceptance by the Company and by the Railroad Company, under their respective corporate seals, after the said first Tuesday in April, A. D. 1907; *provided, that if the Company shall not file with the City Clerk of the said City the penal bond above herein mentioned, or if either the Company or the Railroad Company shall not file its formal acceptance of this ordinance and of all its terms and conditions within ninety* (90) *days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect; the acceptance of this ordinance by both of said Companies being hereby made a condition of this ordinance taking effect.*

Ald. Werno moved to adopt the foregoing amendment.

Ald. Dever presented the following amendment and moved that it be substituted for the amendment offered by Ald. Werno:

Amend the ordinance by striking therefrom Section 42 and by inserting in lieu thereof the following:

"SECTION 42. No action shall be taken by the City Council toward the final passage either conditionally or unconditionally of the street railway ordinances now pending before said Council, until after the next April election, and that after said election said ordinances be passed by the City Council only in the event that a majority of the votes cast at said April election on the proposition of the adoption of said ordinances be in favor of the approval of said ordinances."

Ald. Foreman moved to lay on the table the motion to substitute.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers,

Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—56.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, Larson, O'Connell, Kohout, Nolan—13.

The question recurring on the motion of Ald. Werno to adopt the amendment presented by him, the motion prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—Harding, Richert, Derpa, Dever—4.

Ald. Moynihan moved that the Council do now adopt the amendment presented by him and deferred and published January 28, 1907, pages 2814 and 2815.

The motion prevailed by yeas and nays as follows:

Yeas—Harding, Dailey, Richert, Martin, McCoid, Snow Moynihan, Derpa, Harris, Zimmer, Uhlir, Harkin, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Finn, Sullivan, Jacobs, Lipps, Reinberg, Larson, Golombiewski, Burns, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—38.

Nays—Kenna, Coughlin, Dixon, Foreman, Pringle, McCormick, Young, Bennett, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Maypole, Stewart, Reese, Foell, Dougherty, Werno, Hahne, Krumholz, Dunn, Williston, Siewert, Blase, Herlihy, Wendling, Bradley, Badenoch—31.

Ald. Werno moved to amend the foregoing amendment by striking therefrom the words "issue, accept and honor as fares," and by inserting in lieu thereof the word "exchange;" also by striking therefrom the words "to and from," and by inserting in lieu thereof the word "with."

The motion prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—69.

Nays—None.

Subsequently Ald. Moynihan moved to strike out the foregoing amendment as amended and to insert in lieu thereof the following:

Amend the Chicago City Railway Co. ordinance on page 2578 by inserting before the last paragraph of Section 11 the following paragraph:

"The Company shall also exchange transfers with all existing street car lines operating in the City of Chicago, not heretofore mentioned, under reasonable regulations, and at all points of connection between such lines and

the lines of the Company, after such time as said several franchises of said other lines now operating shall have expired and shall be extended or renewed."

The motion prevailed.

Ald. Race moved that the Council do now adopt the following amendment, deferred and published January 21, 1907, page 2761:

Amend Section 11, Entitled "Rate of Fare" in both ordinances, by adding before the words, "The sum of" the words, "not to exceed," so as to read "not to exceed the sum of five cents for each passenger," etc.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed.

Ald. Race moved to adopt the following amendment, deferred and published January 21, 1907, page 2761:

Amend Section 11, Entitled "Rate of Fare" in both ordinances, by adding thereto the following: "Provided, however, the said Company shall sell tickets which shall entitle the holder thereof to 6 rides for 25 cents, and 13 rides for 50 cents; and shall entitle the holder thereof to the same transfer privileges as if a cash fare had been paid."

Ald. Foreman moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Bennett, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan—57.

Nays—Harding, Richert, Uhlir, Beilfuss, Sitts, Dever, Kohout, Race—8.

Ald. Race moved to adopt the following amendment, deferred and published January 21, 1907, page 2762:

Amend Section 11, Entitled "Rate of Fare" in both ordinances, by adding thereto, "Provided said Company shall sell tickets which shall entitle the holder thereof to 8 rides for 25 cents, said tickets, however, to be good only between the hours of 5 a. m. and 7:30 a. m., and 5 p. m. and 6:30 p. m., and good only on any week day."

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, McCormick, Young, Bennett, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Burns, Bradley, Fisher, Badenoch, Hunt, Nolan—49.

Nays—Dailey, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Wendling, Golombiewski, O'Connell, Bihl, Kohout, Race—14.

Ald. Race moved to adopt the following amendment, deferred and published January 21, 1907, page 2762:

Amend Section 11, of Chicago City Railway Company ordinance entitled "Universal Transfers," by striking out all that portion on page 2577, Council Proceedings, beginning: "But this obligation shall not apply to any connecting point in the south division of the City of Chicago, north of Twelfth street," and including the word, "except." Also strike out on page 2578,

same section, that part beginning, "But this obligation shall not apply to any connecting points north of Twelfth street and east of the Chicago river," to and including the word "except."

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed.

Ald. Race presented the following amendment:

Amend Section 13, of both ordinances, pages 2579, 2629: "That it be expressly provided that upon the discontinuance of a through route, transfers at all intersecting points be given in the south side of city over said through route."

Ald. Race moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed.

Ald. Derpa moved to adopt the following amendment, temporarily deferred, page 2885:

Amend the ordinance by inserting the following:

"SECTION 14. The company hereby agrees to submit any and all differences arising between itself and its employees, whether arising out of hours, wages, conditions of employment, or otherwise, to an arbitration board to be composed as follows: One arbitrator to be selected by the company, one by the employees affected, and the third to be selected by these two; and such board shall adjudicate all disputed questions, and such adjudication shall be accepted by the company as binding and final."

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, McCormick, Young, Bennett, Snow, Fick, Hoffman, Considine, Maypole, Brennan, Conlon, Stewart, Finn, Reese, Foell, Dougherty, Werno, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, Roberts, Fisher, Badenoch—37.

Nays—Harding, Dailey, Richert, Martin, McCoid, Moynihan, Derpa, Harris, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Powers, Bowler, Sullivan, Jacobs, Burns, O'Connell, Hunt, Bihl, Kohout, Nolan, Race—32.

Ald. Dever presented the following amendments:

Amend Section 39 of Chicago City Railway Company ordinance by adding after the word "whatsoever" in the ninth line of said section, the following:

"Except as otherwise in this ordinance expressly provided in case the city or its licensee elects to take subject to any liens or encumbrances."

Amend Section 7 of the Chicago City Railway Company ordinance by inserting the following, to constitute a new paragraph between the 4th and 5th paragraphs of said Section:

"The cost of such construction, reconstruction, equipment, re-equipment, extensions and additions, including said percentages, not exceeding the amount so certified, together with all amounts contributed by the company to the city for the construction of subways or extensions thereof, with five per cent. of said last named amounts added thereto, may be represented by bonds or obligations to be held, negotiated or sold, by the Company, bearing interest at a rate not exceeding five per cent. per annum, payable semi-annually, on the first days of February and August, in each year,

maturing not earlier than 20 years after the passage of this ordinance, in denominations not less than $500.00 each, redeemable at par, and accrued interest, after published notice on any day appointed for the payment of interest, such bonds or obligations may be secured by a mortgage or deed of trust, which shall comply with all these provisions of this ordinance, and the form of which shall be submitted to and be subject to the approval of a trust company qualified to act as depositary under the terms of this ordinance, to be selected by the Mayor of the City of Chicago, as containing (the circumstances considered) no provision unusual or unreasonable in character. The company shall not at any time create any lien or encumbrance upon the property or rights conveyed by said mortgage or deed of trust, or any part thereof, superior to that securing said bonds and obligations. Provided, however, that the company shall not be authorized to make or issue said bonds or obligations to an aggregate amount, exceeding the amount certified by the Board of Supervising Engineers, nor shall the city be bound to recognize any of said bonds or obligations, as having been authorized by this ordinance, unless and until there shall be endorsed thereon by the City Comptroller, or other officer or agent, of the city, designated by ordinance, a certificate to the effect that such bond or obligation is one of the bonds or obligations by this section authorized. To the extent that the amount certified by said Board of Supervising Engineers (including said percentages) shall not be represented by bonds and obligations as aforesaid, a lien shall exist in favor of the Company, its successors and assigns, of equal rank and like character to that securing the said bonds and obligations hereinabove authorized."

Amend Section 22 of Chicago City Railway Company ordinance by inserting the following paragraphs between the second and third paragraphs of said section:

"The licensee of the City shall have the same option which it is provided in Section 20 of this ordinance that the city shall have to take the said property subject to whatever lien may then have been created under and in accordance with the provisions of Section 7 of this ordinance, with a like right to acquire the bonds or obligations secured by such lien from the holders thereof on the same terms and in the same manner set forth in said Section 20.

"If at the time appointed for the consummation of such purchase by the City's licensee, the title of the Company shall not be complete and free from lien or encumbrance (other than such as are herein expressly authorized to be created), all the provisions of the foregoing Section 20, with respect to the deposit of a portion of the purchase price as security, shall be applicable; and the City shall have the same powers and rights in respect to perfecting the title of its licensee and removing liens and encumbrances therefrom, as are herein granted or reserved for the perfecting of the City's title in case it purchases for its own account; and the Company shall be subject to the same obligations, both in respect to furnishing moneys and in respect to the application of stocks, securities and evidences of indebtedness acquired, controlled or held by it, for the purpose of perfecting the title of the City's licensee, and freeing the same from liens and encumbrances, as are provided in the foregoing Section 20, if the City were the purchaser.

"The additional percentage, if any required to be paid by this section as an addition to the purchase price shall in the event above specified, be

deposited as additional security to that in subdivision 2 of said Section 20 provided, and shall become a part of the fund required by said Section to be held in trust for the purposes and subject to the powers therein specified."

Amend Chicago City Railway Company ordinance by adding to Paragraph No. 3, under title "Prices to Be Paid by the City," the following:

"Provided that the City may at its option to be declared by ordinance either pay or deposit in cash to the order of the Company, the portion of the purchase price specified in this subdivision (3), as in this section provided or in lieu thereof, take over the property purchased by it subject to whatever lien may then exist under and in accordance with the provisions of Section 7 of this ordinance, for the security of the bonds or obligations thereby authorized and for the security of the Company in respect of such part of said portion of the purchase price so certified as may not be represented by such bonds or obligations. The City shall have the right, if it elects to take subject to such lien, to acquire any or all of the bonds and obligations thereby secured from the holders thereof on any day appointed for the payment of interest by publishing notice of its intention to do so in like manner as shall be provided in the mortgage or deed of trust mentioned in Section 7 of this ordinance, in case of the exercise by the Company of the right of redemption, and by depositing with the trustee or depositary designated in said bonds or in the mortgage or deed of trust securing the same, as in case of redemption, prior to the day specified in such notice, a sum equal to the principal amount of all the said bonds and obligations designated in such notice, with interest to said day and, such publication having been completed and such deposit made, said bonds and obligations so designated shall not, after the day specified in such notice, nor shall any of them, be entitled to the benefit or security of any lien upon the system of street railways hereby authorized, except and until the said bonds or obligations shall respectively be surrendered to the trustee or depositary specified in said notice, upon payment of an amount equal to the principal thereof, and the accrued interest thereon, to the date specified in such notice, and such bonds or obligations shall thereafter be held by such trustee or depositary for the account of the City, and delivered to or upon the order of the City. If less than the whole number of said bonds and obligations outstanding, are to be required at any time by the City, the particular bonds or obligations to be so acquired shall be selected by lot in the manner to be provided in said mortgage or deed of trust, with respect to the selection of bonds or obligations for redemption, such bonds or obligations when so acquired shall have equal force and validity, and be equally secured by a lien upon said system of street railways as when in the hands of the original owners.

Ald. Dever moved to adopt the foregoing amendments.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Martin, McCormick, Young, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—56.

Nays—Harding Dailey, Richert, Mc-

Coid, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, O'Connell, Kohout, Nolan—13.

Ald. Dever presented the following amendment:

Amend Section 29 of the Chicago City Railway Company ordinance by inserting the word "upon" between the words "company" and "forms" in the second line of the second paragraph of said section.

Ald. Dever moved to adopt the amendment.

The motion prevailed.

Ald. Dever presented the following amendment:

Amend Section 20 of the Chicago City Railway Company ordinance by striking out the words and figures in the fifth and sixth line thereof "but only for municipal operation in case of purchase prior to February 1, A. D. 1927."

Ald. Dever moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Badenoch, Hunt, Bihl, Race—53.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Fisher, Kohout, Nolan—13.

Ald. Dever presented the following amendment:

Amend the Chicago City Railway Company ordinance by inserting in Sub-Section 4 of Section 20 before the words "Payment or Deposit of Purchase Price," as the same occurs on page 2586 of the Council Proceedings of January 15, 1907, the following:

"It is further expressly understood and agreed by the Company that the full aggregate amount of the purchase price including all items of every kind and nature in this ordinance set forth shall never at any time exceed thirty-eight (38) per cent of the face value of the street railway certificates which the City is at that time lawfully authorized to issue by ordinances duly ratified by the voters in accordance with the statute; provided however, that the repeal by the City Council of any ordinance theretofore passed and duly approved by the people authorizing the issuance of street railway certificates shall not affect or be a limitation upon the purchase price in this ordinance but shall be utterly disregarded."

Ald. Dever moved to adopt the amendment.

Ald. Foreman moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, McCormick, Young, Bennett, Snow, Moynihan, Harris, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—51.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, O'Connell, Kohout—10.

Ald. Dever presented the following amendment:

Amend the Chicago Railway Company ordinance by inserting in Section 24, sub-section 2, before the words "Commutation of Fares," on page 2590 of the Council Proceedings of January 15, A. D. 1907, the following:

"The Company expressly agrees that the amount paid to the City as its share of said receipts as hereinbefore provided shall never in any year fall below eight (8) per cent of the gross receipts of the Company for such year and that the City shall be entitled to and it shall receive each year from the receipts of the Company a sum equivalent to, at least, eight (8) per cent of the gross receipts of the Company for said year."

Ald. Dever moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Golombiewski, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl—50.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Kohout, Nolan, Race—13.

Ald. Dever presented the following amendment:

Amend the Chicago City Railway ordinance by adding at the end of the first paragraph of Section 22 as the same appears on page 2586 of the Council Proceedings of January 15, 1907, the following:

"But it is further expressly provided, however, that said licensee shall in no case be required to pay the said additional twenty (20) per cent or any part thereof if before the purchase of said property by such licensee shall be consummated, a valid and binding contract shall be entered into between the City and its licensee either by the passage of an ordinance and the acceptance thereof or otherwise which shall limit the fare to be charged by the said licensee to a maximum rate of four cents with the obligation to give and receive transfers in the same manner and to the same extent as provided for in this ordinance but the refusal of any company to exchange transfers with said licensee as aforesaid shall not limit or annul its right to purchase as aforesaid without a payment of the said twenty (20) per cent."

Ald. Dever moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Martin, Young, Bennett, Snow, Moynihan, Harris, Fick, Hurt, Cullerton, Riley, Considine, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—48.

Nays—Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Kohout—9.

RECESS.

At 1:55 o'clock A. M., Ald. Beilfuss moved that the Council take a recess of fifteen minutes.

The motion prevailed.

At 2:10 o'clock A. M. His Honor, the Mayor, called the Council to order.

Ald. Dever presented the following

amendment to the ordinance under consideration:

Amend Section 7 of the Chicago City Railway ordinance by adding at the end of the second paragraph thereof as it appears upon page 2573 of the Council Proceedings of January 15, 1907, the following:

"Provided, however, that no allowance shall be made to the Company for conducting any part of the said work and furnishing any part of the said equipment where a sub-contract is let by the Company for the doing of such part of said work or the furnishing of said part of said equipment and that said allowance to the Company for conducting the work and furnishing the equipment shall be made only where the work is done and the equipment furnished without the intervention of any sub-contractor or sub-contractors."

Ald. Dever moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Fisher, Badenoch, Hunt, Bihl, Race—54.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Kohout, Nolan—12.

Ald. Dever presented the following amendment, which was, on motion, duly adopted:

Amend Section 11, *line one* (1) *in paragraph two* (2) *by inserting after the word "the" and before the word "limits" the words "present or future."*

Ald. Race presented the following amendment:

Amend Section 11, pages 2578, second line, and 2628, fifteenth line, in both ordinances by striking out the figures "15" and substituting therefore the figures "30."

Ald. Race moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, McCormick, Young, Bennett, Snow, Moynihan, Harris, Scully, Hurt, Cullerton, Zimmer, Riley, Considine, Harkin, Maypole, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Fisher, Badenoch, Hunt, Bihl—46.

Nays—Harding, Martin, McCoid, Derpa, Uhlir, Smith, Sitts, Dever, Finn, Larson, Wendling, Golombiewski, Burns, O'Connell, Kohout, Nolan, Race—17.

Ald. Dever presented the following amendment:

Amend Section 22 of Chicago City Railway Company ordinance by adding after the word "price" in the twelfth line of said section, the following:

"If, however, such person, firm or corporation shall enter into a binding and valid contract with the City to transport passengers as provided in Section 11 of this ordinance, for a rate of fare not to exceed the sum of 3c for each person over the age of twelve years, and the sum of 2c for each person under twelve years of age, and over seven years of age, and to permit children under seven years of age, accompanied by parent or guardian, to

ride free, for the same distance and with the same transfer privileges that are contained in this ordinance, then such person, firm or corporation, may take over and purchase all of the rights, property and privileges of the Company on the same terms and conditions upon which the City might purchase the same, and without paying to the Company the additional 20% herein referred to.

Ald. Dever moved to adopt the amendment.

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed.

Ald. Bihl moved to adopt the following amendment, deferred and published January 28, 1907, page 2829:

Amend by inserting in Section 11, on page 19, of printed pamphlet, after the words "twelve (12) years of age," the following:

"And three (3) cents for each passenger furnishing satisfactory evidence that he or she is a regularly enrolled student in any public school of said City."

Ald. Werno moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Herlihy, Bradley, Roberts, Badenoch—48.

Nays—Harding, Richert, Moynihan, Derpa, Sitts, Dever, Wendling, Golombiewski, O'Connell, Hunt, Bihl, Kohout, Nolan, Race—14.

Ald. Werno presented the following amendment, which was, on motion, duly adopted:

Amend Section 29 of the Chicago City Railway ordinance by inserting the words "setting forth in reasonable detail according to" after the word "Company" in the second line of the second paragraph of said section.

Also by striking out the word "upon" following the said word "Company."

Ald. Derpa presented the following amendment:

Amend Section 40, paragraph 2, lines 1 and 2, by striking out "within the time limited for the acceptance of this ordinance," and substitute therefor "on or before February 10, 1907;" and after "aforesaid," paragraph 2, line 4, add, "and that it will carry out the agreement provided for in Section 43 hereof."

Ald. Derpa moved to adopt the amendment.

Ald. Bennett moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed.

Ald. Derpa presented the following amendment:

"SECTION 43. The Company shall within three days after the passage of this ordinance file with the Mayor of the City of Chicago a written statement under seal signed by the President and Secretary thereof stating and agreeing that the Company will abide by the result of the vote of the electors of Chicago on April 2, 1907, and in case of a negative vote thereon will not claim any rights whatever hereunder nor enter into any litigation nor take any legal process whatsoever to interfere with or restrain the City from proceeding as though this ordinance had not been passed."

Ald. Derpa moved to adopt the amendment.

Ald. Snow moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed.

Ald. Foreman moved to postpone further consideration of the ordinance to the Chicago City Railway Company until amendments to the ordinance in favor of the Chicago Railways Company were disposed of.

The motion prevailed.

ORDINANCE TO CHICAGO RAILWAYS COMPANY.

Ald. Werno moved that the Council do now proceed to the consideration of the ordinance recommended by the committee authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago.

The motion prevailed.

Ald. Race presented the following amendments to the ordinance under consideration:

Amend Section 11, entitled "Rate of Fare" in both ordinances.

By adding before the words "the sum of" the words "not to exceed," so as to read, "not to exceed the sum of five cents for each passenger," etc.

Amend Section 11, entitled "Rate of Fare" in both ordinances, by adding thereto the following:

"Provided, however, the said Company shall sell tickets which shall entitle the holder thereof to 6 rides for 25 cents, and 13 rides for 50 cents, and shall entitle the holder thereof to the same transfer privileges as if a cash fare had been paid."

Amend Section 11, entitled "Rate of Fare" in both ordinances, by adding thereto:

"Provided said Company shall sell tickets which shall entitle the holder thereof to 8 rides for 25 cents, said tickets, however, to be good only between the hours of 5 A. M. and 7:30 A. M., and 5 P. M. and 6:30 P. M., and good only on any week day."

Amend Section 11 of Chicago Railways Company ordinance entitled "Universal Transfers."

By striking out all that portion on page 2577, Council Proceedings, beginning, "But this obligation shall not apply to any connecting point in the south division of the City of Chicago north of Twelfth street," and including the word "except." Also strike out on page 2578, same section, that part beginning, "But this obligation shall not apply to any connecting points north of Twelfth street and east of the Chicago River," to and including the word "except."

Amend Section 13 of both ordinances, pages 2579 and 2629:

"That it be expressly provided that upon the discontinuance of a through route transfers at all intersecting points be given in the South Side of city over said through route."

Amend Section 11, pages 2578, second line, and 2628, fifteenth line, in both ordinances by striking out the figures "15," and substituting therefor the figures "30."

Ald. Race moved to adopt the foregoing amendments.

Ald. Foreman moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns,

Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl—54.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Kohout, Nolan, Race—13.

Ald. Dever presented the following amendments:

Amend Section 39 [41] of Chicago Railways Company ordinance by adding after the word "whatsoever" in the [eleventh] line of said section, the following:

"Except as otherwise in this ordinance expressly provided in case the city or its licensee elects to take subject to any liens or encumbrances."

Amend Section 7 of the Chicago Railways Company ordinance by inserting the following, to constitute a new paragraph between the 4th and 5th paragraphs of said section:

"The cost of such construction, reconstruction, equipment, re-equipment, extensions and additions, including said percentages, not exceeding the amount so certified, together with all amounts contributed by the Company to the City for the construction of subways or extensions thereof, with five per cent of said last named amounts added thereto, may be represented by bonds or obligations to be held, negotiated or sold, by the Company, bearing interest at a rate not exceeding five per cent per annum, payable semi-annually, on the first days of February and August, in each year, maturing not earlier than 20 years after the passage of this ordinance, in denominations not less than $500.00 each, redeemable at par, and accrued interest, after published notice on any day appointed for the payment of interest, such bonds or obligations may be secured by a mortgage or deed of trust, which shall comply with all these provisions of this ordinance, and the form of which shall be submitted to and be subject to the approval of a trust company qualified to act as depositary under the terms of this ordinance, to be selected by the Mayor of the City of Chicago, as containing (The circumstances considered) no provision unusual or unreasonable in character. The Company shall not at any time create any lien or encumbrance upon the property or rights conveyed by said mortgage or deed of trust, or any part thereof, superior to that securing said bonds and obligations. Provided, however, that the Company shall not be authorized to make or issue said bonds or obligations to an aggregate amount, exceeding the amount certified by the Board of Supervising Engineers, nor shall the City be bound to recognize any of said bonds or obligations, as having been authorized by this ordinance, unless and until there shall be endorsed thereon by the City Comptroller, or other officer or agent, of the City, designated by ordinance, a certificate to the effect that such bond or obligation is one of the bonds or obligations by this section authorized. To the extent that the amount certified by said Board of Supervising Engineers (including said percentages) shall not be represented by bonds and obligations as aforesaid, a lien shall exist in favor of the Company, its successors and assigns, of equal rank and like character to that securing the said bonds and obligations hereinabove authorized."

Amend Section 22 of Chicago Railways Company ordinance by inserting the following paragraphs between the second and third paragraphs of said section:

"The licensee of the City shall have the same option which it is provided In Section 20 of this ordinance that the City shall have to take the said property subject to whatever lien may then have been created under and in accordance with the provisions of Section 7 of this ordinance, with a like right to acquire the bonds or obliga-

tions secured by such lien from the holders thereof on the same terms and in the same manner set forth in said Section 20.

"If at the time appointed for the consummation of such purchase by the City's licensee, the title of the Company shall not be complete and free from lien or encumbrance (other than such as are herein expressly authorized to be created), all the provisions of the foregoing Section 20, with respect to the deposit of a portion of the purchase price as security, shall be applicable; and the City shall have the same powers and rights in respect to perfecting the title of its licensee and removing liens and encumbrances therefrom, as are herein granted or reserved for the perfecting of the City's title in case it purchases for its own account; and the Company shall be subject to the same obligations, both in respect to furnishing moneys and in respect to the application of stocks, securities and evidences of indebtedness acquired, controlled or held by it, for the purpose of perfecting the title of the City's licensee, and freeing the same from liens and encumbrances, as are provided in the foregoing Section 20, if the City were the purchaser.

"The additional percentage, if any required to be paid by this Section as an addition to the purchase price shall in the event above specified, be deposited as additional security to that in subdivision 2 of said Section 20 provided and shall become a part of the fund required by said section to be held in trust for the purposes and subject to the powers therein specified."

Amend Chicago Railways Company ordinance by adding to Paragraph No. 3, under title, "Prices to Be Paid by the City," the following:

"Provided that the city may at its option to be declared by ordinance either pay or deposit in cash to the order of the Company, the portion of the purchase price specified in this subdivision (3), as in this section provided or in lieu thereof, take over the property purchased by it subject to whatever lien may then exist under and in accordance with the provisions of Section 7 of this Ordinance, for the security of the bonds or obligations thereby authorized and for the security of the company in respect of such part of said portion of the purchase price so certified as may not be represented by such bonds or obligations. The city shall have the right, if it elects, to take subject to such lien, to acquire any or all of the bonds and obligations thereby secured from the holders thereof on any day appointed for the payment of interest by publishing notice of its intention to do so in like manner as shall be provided in the mortgage or deed of trust mentioned in Section 7 of this ordinance, in case of the exercise by the Company of the right of redemption, and by depositing with the trustee or depositary designated in said bonds or in the mortgage or deed of trust securing the same, as in case of redemption, prior to the day specified in such notice, a sum equal to the principal amount of all the said bonds and obligations designated in such notice, with interest to said day and, such publication having been completed and such deposit made, said bonds and obligations so designated shall not, after the day specified in such notice, nor shall any of them, be entitled to the benefit or security of any lien upon the system of street railways hereby authorized, except and until the said bonds or obligations shall respectively be surrendered to the trustee or depositary specified in said notice, upon payment of an amount equal to the principal thereof, and the accrued interest thereon, to the date specified in such notice, and such bonds

or obligations shall thereafter be held by such trustee or depositary for the account of the city, and delivered to or upon the order of the city. If less than the whole number of said bonds and obligations outstanding, are to be required at any time by the city, the particular bonds or obligations to be so acquired shall be selected by lot in the manner to be provided in said mortgage or deed of trust, with respect to the selection of bonds or obligations for redemption, such bonds or obligations when so acquired shall have equal force and validity, and be equally secured by a lien upon said system of street railways as when in the hands of the original owners."

Amend Section 20 of the Chicago Railways Company ordinance by striking out the words and figures in the 5th and 6th lines thereof, "but only for municipal operation in case of purchase prior to February 1, A. D. 1927."

Amend the Chicago Railways Company ordinance by inserting in Sub-Section 4 of Section 20, before the words "Payment or Deposit of Purchase Price," as the same occurs on page 2638 of the Council Proceedings of January 15, 1907, the following:

"It is further expressly understood and agreed by the Company that the full aggregate amount of the purchase price including all items of every kind and nature in this ordinance set forth shall never at any time exceed thirty-eight (38) per cent of the face value of the street railway certificates which the city is at that time lawfully authorized to issue by ordinances duly ratified by the voters in accordance with the statute; provided, however, that the repeal by the City Council of any ordinance theretofore passed and duly approved by the people authorizing the issuance of street railway certificates shall not affect or be a limitation upon the purchase price in this ordinance but shall be utterly disregarded."

Amend the Chicago Railways Company ordinance by inserting in Section 25, Sub-Section 2, before the words, "Commutation of Fares," on page 2645, of the Council Proceedings of January 15, A. D. 1907, the following:

"The Company expressly agrees that the amount paid to the city as its share of said receipts as hereinbefore provided shall never in any year fall below eight (8) per cent of the gross receipts of the company for such year and that the city shall be entitled to and it shall receive each year from the receipts of the company a sum equivalent to, at least, eight (8) per cent of the gross receipts of the company for said year."

Amend the Chicago Railways Company ordinance by adding at the end of the first paragraph of Section 22 as the same appears on page 2640 of the Council Proceedings of January 15, 1907, the following:

"But it is further expressly provided, however, that said licensee shall in no case be required to pay the said additional twenty (20) per cent or any part thereof if before the purchase of said property by such licensee shall be consummated a valid and binding contract shall be entered into between the city and its licensee either by the passage of an ordinance and the acceptance thereof or otherwise which shall limit the fare to be charged by the said licensee to a maximum rate of four cents with the obligation to give and receive transfers in the same manner and to the same extent as provided for in this ordinance, but the refusal of any company to exchange transfers with said licensee as aforesaid shall not limit or annul its right to purchase as aforesaid without a payment of the said twenty (20) per cent."

Amend Section 7 of the Chicago Rail-

ways ordinance by adding at the end of the second paragraph thereof as it appears upon page 2623 of the Council Proceedings of January 15, 1907, the following:

"Provided, however, that no allowance shall be made to the company for conducting any part of the said work and furnishing any part of the said equipment where a sub-contract is let by the company for the doing of such part of said work or the furnishing of said part of said equipment and that said allowance to the company for conducting the work and furnishing the equipment shall be made only where the work is done and the equipment furnished without the intervention of any sub-contractor or sub-contractors."

Amend Section 22 of Chicago Railways Company ordinance by adding after the word "price" in the twelfth line of said section, the following:

"If, however, such person, firm or corporation shall enter into a binding and valid contract with the city to transport passengers as provided in Section 11 of this ordinance, for a rate of fare not to exceed the sum of 3c for each person over the age of twelve years, and the sum of 2c for each person under twelve years of age, and over seven years of age, and to permit children under seven years of age, accompanied by parent or guardian, to ride free, for the same distance and with the same transfer privileges that are contained in this ordinance, then such person, firm or corporation, may take over and purchase all of the rights, property and privileges of the company on the same terms and conditions upon which the city might purchase the same, and without paying to the company the additional 20 per cent herein referred to."

Ald. Dever moved to adopt the foregoing amendments.

Ald. Foreman moved to lay on the table the motion to adopt.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl—54.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Kohout, Nolan—12.

Ald. Race requested that his vote on each of the foregoing amendments be recorded the same as on the corresponding amendments to the ordinance running to the Chicago City Railway Company, and

It was so ordered.

Ald. Werno presented the following amendments, which were, on separate motions, duly adopted:

Amend Chicago Railways Company ordinance by inserting the words "present or future" before the words "limits" in the first line of the second paragraph of Section 11 *on page* 2627 *of the Council proceedings of January* 15, *A. D.* 1907.

Amend ordinance to Chicago Railways Company by inserting the words "The Chicago Title and Trust Company" in the blank in the 4th line of subdivision (e) of Section 1 *on page* 2617 *of the Council proceedings for January* 15, 1907.

Also amend said subdivision (e) of Section 1 *of said ordinance to the Chicago Railways Company by changing the words and figures "four thousand one hundred and sixty-seven* (4167)*" to*

read: "three thousand one hundred and twenty-six (3126)."

Also amend said subdivision (e) *of Section* 1 *of said ordinance to the Chicago Railways Company by changing the words and figures "one thousand six hundred and sixty-seven* (1667)" *to read: "one thousand two hundred and fifty-one* (1251)."

Also amend said subdivision (e) *of Section* 1 *of said ordinance to the Chicago Railways Company by changing the words "two-thirds" in the* 12*th line of said subdivision* (e) *on said page* 2617 *of said Council Proceedings of January* 15, 1907, *to the words "a majority."*

Also amend said ordinance to said Chicago Railway Company by substituting the following for subdivision (b) in Section 1, *beginning on page* 2615 *of said Council Proceedings:*

"(b) if such title be not so tendered the Company within said period, the permission and authority hereby granted shall nevertheless cease and determine without any further action whatever by the City of Chicago, unless within a period of two hundred and ten (210) *days after the passage of this ordinance a plan of reorganization and readjustment which shall be consistent with the terms of the deposit agreement referred to in subdivision (e) of this Section shall have been approved as in said agreement provided, under which plan an opportunity shall be conferred upon each individual holder of a direct or indirect interest in or lien upon said property, franchises or claims, or any part thereof, or of any right, claim or demand as creditor or otherwise, entitled to enforcement against said property, franchises, rights or claims, or payable out of the same or any part thereof, to participate in the transfer of said property, franchises, rights and claims to and the acquisition thereof by the Company, and to receive such stocks, securities or other benefits as said plan of reorganization and re-adjustment may provide, on the terms and conditions in said plan set forth, and which opportunity shall remain open during a period to be specified in said plan and approved as aforesaid, but not extending beyond January* 20, *A. D.* 1908. *Nothing in this ordinance contained shall be construed to confer, directly or indirectly, any interest in or right with respect to the authority and permission granted to the Company by this ordinance, or otherwise, upon any holder of any existing interest in or lien upon the property, franchises, rights and claims above mentioned."*

Also amend said ordinance to the Chicago Railways Company by inserting in the 19*th line of subdivision* (3) *of Section* 20, *after the word "obligations" the following:*

"As against the City and any licensee of the City and any and all other persons having or claiming to have any interest or benefit under this ordinance, the lien securing said bonds and obligations shall at all times be deemed and recognized to be a first lien upon the entire street railway system hereby authorized, including all rights granted to the Company by this ordinance."

Also amend Section 40 *of said ordinance to the Chicago Railways Company by adding thereto the following:*

"and the City shall have, and may exercise with respect to any property, claims, liens or encumbrances which it may acquire with any part of said purchase-price, or otherwise, all the rights of the holder thereof from whom the same may be purchased or acquired, anything to the contrary in this ordinance contained notwithstanding."

Also amend said ordinance to the Chicago Railways Company by striking out the words "or the deposit of said amounts to the extent the same are immediately

payable to the company" from the 12th line of page 2638 of said Council Proceedings, and substituting therefor the following:

"But the City, in lieu of paying direct to the Company any of the amounts payable to the Company, may deposit the same".

Also amend said ordinance to the Chicago Railways Company by inserting in the 2nd line of the last paragraph of Section 24 on page 2644 of said Council Proceedings, after the words "to be paid out of" and before the words "the receipts" the words "any portion of"; and in the next line, after the words "hereby authorized" and before the words "any of the indebtedness" the following: "other than the forty-five per cent. (45%) of the net receipts authorized in Section 25 of this ordinance to be retained by the Company so long as the Company shall be entitled to retain the same under the provisions of this ordinance."

Also amend said ordinance to the Chicago Railways Company by inserting in Section 25, in the 9th line from the top of page 2648 of said Council Proceedings, after the word "licensee" the following:

"at the next succeeding date at which such purchase could be made under this ordinance,"

Also amend said ordinance to the Chicago Railways Company by inserting in Exhibit A after the words "Ashland Avenue from 31st street to Blue Island Avenue" the words "subject to the existing rights, if any, of the Chicago General Railway Company."

Also amend said Exhibit A of said ordinance to the Chicago Railways Company by inserting after the words "22nd street from Ogden avenue to 40th avenue" the words: "subject to the existing rights, if any, of the Chicago General Railway Company."

Also, by striking out of Section 1 the words, "or to terminate the possession of such property or any part thereof or the use or occupation (except as by this ordinance authorized) of any street or public way or portion thereof mentioned in said schedule marked 'Exhibit A,'" beginning in the second line above the bottom of page 2615.

Amend also in Section 3, by inserting the following words after the words "Exhibit A," in the third line of said second paragraph: "and also in Section 38 hereof, subject to the provisions of said Section 38."

Also, in Section 11, by changing the word "Company," which is the last word of the eighth line above the bottom of page 2627, to the word "corporation," and also by striking out the words "to any connecting point," in the fourth line above the bottom of said page 2627 and by changing the words "company or companies," in the first line on page 2628, to the words "such corporation or corporations."

Also by adding the following paragraph at the end of Section 11, page 2628:

"The purchase or acquisition by the City or its licensee of any street railway or railways of any company other than the Chicago Railways Company shall not affect or impair the obligations of the Company under the provisions of this ordinance with regard to transfers and through routes in connection with, or over the line or lines so purchased or acquired, but the same shall thereafter continue in full force and effect."

Also, by striking out of Section 12 the words "of the full rate" and the words "prescribed in this ordinance," in the fourth line of said Section 12.

Also, to amend Section 20, by filling the blanks in the first paragraph of said Section 20 by inserting therein the words "fourth" and "February," respectively, so that the paragraph in this respect will

read as follows: "on the fourth day of February, A. D. 1907."

Also, by striking out of Section 20 the words "and all property purchased or acquired by the Company after the passage of this ordinance," in the eighth and ninth lines from the top of page 2635.

Also, by substituting the words "this ordinance" for the words "Section 1 hereof," in the seventh line from the top of page 2636.

Also, by inserting the words "if any," immediately before the word "recognized," in the twenty-second line from the top of page 2638.

Also, in Section 24, by inserting the words, "provided the Company shall then have performed its obligations under subdivision (d) of Section 1 of this ordinance," after the figures "1927," in the ninth line above the bottom of page 2643, and by striking out the said words from the sixth and seventh lines above the bottom of said page 2643.

Also, by changing the word "fifteenth," in the first line of Section 25, on page 2644, to the word "tenth."

Also, by striking out the words "upon the amount aforesaid," in the fourteenth line from the top of page 2645.

Also, in Section 32, by substituting for the word "provided," in the tenth line of said Section 32 (on page 2650), the words "which obligations, however, are to be excepted only in case".

Also, in "Exhibit B," by striking out the words "lying south and east of the Chicago River," in the twenty-fifth and twenty-sixth lines of page 2666, and by substituting therefor the words "in the south division of said city."

Also by substituting the following new draft of Section 44 for the present Section 44, shown on page 2659 (Amendment to Section 44 Chicago Railways Company ordinance):

Section 44. This ordinance shall not take effect or be in force unless and until a majority of the votes cast upon the following question of public policy at the election to be held in the City of Chicago, on the first Tuesday in April, A. D. 1907, are in the affirmative:

"For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15, A. D. 1907), authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee:"

In the event and only in the event that the said question of public policy is submitted to the electors of said City at said election, and a majority of the votes cast upon the said question at said election are in the affirmative, then and in that event, this ordinance shall take effect and be in force from and after the acceptance of this ordinance, in accordance with the conditions hereof, by the Company, under its corporate seal, after the said first Tuesday in April, A. D. 1907: provided, that if the Company shall not file with the City Clerk of said city the penal bond hereinabove mentioned and its formal acceptance of this ordinance and of all its terms and conditions, within one hundred and sixty-five (165) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect.

EXHIBIT D.

THIS AGREEMENT, Made this ..... day of ..... A. D. 1907, by and between the ..... Trust Company, a corporation duly organized and existing under and pursuant to the laws of Illinois, hereinafter called the "Trustee," party of the first part, the Chicago Railways Company, also a corporation duly organized and existing under and pursuant to the

laws of Illinois, hereinafter called the "Railways Company," party of the second part, and the several persons, firms and corporations owning or controlling certificates of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, who may become parties hereto by depositing their certificates of stock and receiving certificates of deposit therefor, as herein provided, hereinafter called the "Depositors," parties of the third part.

By an ordinance of the City Council of the City of Chicago, passed on the.... ..... day of ..... A. D. 1907, *entitled "An ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago," it was, among other things, provided that no right, permission or authority should thereby vest in the Railways Company, and the Railways Company should not have the right to accept said ordinance, unless at the time of such acceptance there should have been deposited with the Trustee under an agreement substantially in the form of this agreement certificates of stock duly endorsed in blank for transfer, representing not less than certain specified amounts of the capital stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, with reservation of the right to the City to modify the aforesaid provisions and conditions so as to reduce the proportion of stock of each or all of said Companies to be so deposited to such amount as to the said City should seem proper.*

The Depositors, in order to enable the Railways Company to accept said ordinance, have severally deposited their certificates of stock hereunder, upon the trusts and under the conditions and stipulations of this agreement hereinafter contained as follows:

First: This agreement shall be signed by the Trustee and the Railways Company and deposited with the Trustee at its office in the City of Chicago, Illinois, Holders of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, may become parties hereto by depositing the certificates for their stock with the Trustee, duly endorsed in blank for transfer. Each of the Depositors shall thereafter, upon demand of the Trustee, execute or procure such further transfers, assignments, powers of attorney and proxies in respect of the stock so deposited as the Trustee may deem necessary or proper. Each of the Depositors shall be entitled to receive from the Trustee a certificate in form substantially as follows:

The ..... Trust Company, as Trustee under the Agreement hereinafter referred to, hereby certifies that..... ..... has delivered to said Trustee certificates duly endorsed in blank for transfer for..... shares of the..... stock of the ..... Company, in acceptance of a certain Agreement, dated ....A. D. 1907, *between the Chicago Railways Company, the Depositing Stockholders of said ..... Company, and other depositors, and said ..... Trust Company, as Trustee, to be held and disposed of as in said Agreement provided and the registered holder, at the time, of this certificate will be enti-*

tled, upon receipt thereof by said Trustee and upon surrender hereof and upon compliance by him with the terms and conditions of said allotment, to the securities or other proceeds allotted in respect of said deposited shares under such Plan of Reorganization as may be finally approved in accordance with the provisions of said Agreement. On the conditions in said Agreement specified, said deposited certificates first above mentioned shall be returned to said registered holder upon surrender hereof. This certificate is transferable but only on the books of the Trustee and subject to the terms of said Agreement in that behalf; and the Trustee and all other persons interested in or under said Agreement shall be entitled to treat the registered holder as the absolute owner and beneficiary for all purposes.

This ..... day of
....., A. D. 1907.
....., Trust Company,
Trustee,
By.....

Each such certificate shall be transferable only on the books of the Trustee by the registered holder thereof in person or by attorney upon surrender of such certificate, duly endorsed or assigned. Each such transfer shall entitle the transferee to all the rights, powers and advantages represented by such certificate of deposit, but no such transfer shall relieve the party making such transfer from any obligation herein expressed.

Second: If, prior to the last day allowed for acceptance of said ordinance by the Railways Company, under the terms of said ordinance or any ordinance amendatory thereof or supplemental thereto, there shall not have been deposited hereunder with the Trustee certificates of stock of said several Companies in the amounts which may be necessary to enable said Railways Company to accept said ordinance, or if said Company shall for any reason fail to accept said ordinance, then the Trustee shall return the stocks deposited hereunder to the holders of the respective certificates of deposit therefor upon surrender of such certificates, duly endorsed or assigned.

Third: In the event that the Railways Company shall accept said ordinance and a plan of reorganization or readjustment shall be approved as in said ordinance and in this agreement provided, then and in that event the Trustee or the Railways Company with the approval of the Trustee, is hereby authorized to enter into any contract or contracts, or to take any action not inconsistent with the provisions of said ordinance or of this agreement for the disposition of all or any part of the beneficial interest appertaining to said shares of stock deposited hereunder which shall or may be necessary to carry into effect the terms of such plan of reorganization and readjustment, provided the Trustee shall receive the stocks, securities or other benefits allotted under such plan in respect of the stocks deposited hereunder for delivery to the holders of certificates of deposit representing such last named stocks, upon performance of the conditions, if any, attached to such delivery by the terms of said plan of reorganization or readjustment, but only in case the said plan shall conform to the conditions and requirements in this agreement set forth.

Fourth: No plan or any modification thereof shall be operative, unless and until the allotment of securities of the Railways Company, or other benefits, to the depositors, as well as any other provisions of said plan (or modification thereof) affecting said depositors shall be approved by Peter S. Grosscup, and by John C. Gray, as being based on the legal rights of said depositors as of the date of the passage of said ordinance under the respective leases to and from said Companies and as being fair and just to each class of depositors relatively

to the treatment accorded to every other class of stocks, securities and evidences of indebtedness; and in determining said questions no discrimination against any of said stocks shall be made because of the passage of this ordinance or the deposit of said stocks hereunder, or because of any proceedings heretofore or hereafter taken in the Circuit Court of the United States for the Northern District of Illinois under the amended and supplemental bills filed by the Guaranty Trust Company of New York in said Circuit Court in the three cases of said Guaranty Trust Company of New York vs. the North Chicago Street Railroad Company and the West Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, the said amended and supplemental bills against the North Chicago Street Railroad Company and the West Chicago Street Railroad Company, respectively, having been filed on July 23, 1906, and against the Chicago Union Traction Company on June 30, 1906, or because of the pleadings filed therein in response or pursuant thereto, or because of any action of the Directors of any of the Companies named in this agreement in authorizing or purporting to authorize the filing of such pleadings, or because of any action hereafter taken by any of the Boards of Directors of any of said Companies. Any plan approved in accordance with this agreement shall contain a provision for paying out of the securities and benefits set apart for the stock of said Chicago West Division Railway Company and North Chicago City Railway Company such allowance for expenses and attorneys' fees of depositing stockholders of said companies last named, respectively, as to the said John C. Gray shall seem reasonable and proper. In case of a disagreement between said Peter S. Grosscup and said John C. Gray as to said plan, or any part thereof, then the said Peter S. Grosscup and John C. Gray shall submit the question in disagreement to a third person to be selected by them. In case they fail to agree on such third person then such third person shall be selected by George W. Wickersham and Edward B. Burling. The decision of such three persons, or a majority of them, as to such plan, or any part thereof, shall be final and binding upon all the parties. The fees and expenses of the said Gray and the said third person shall be fixed by the said Gray and shall be paid as one of the expenses of the reorganization.

In case no plan shall be approved as in this agreement provided, then upon the expiration of two hundred and ten days after the passage of said ordinance, the Trustee hereunder shall return the deposited stock of the Chicago West Division Railway Company and North Chicago City Railway Company, respectively, to the holders of certificates issued hereunder upon the surrender thereof properly endorsed. In case a plan shall be approved as in this agreement provided, the deposited stock of said Chicago West Division Railway Company and North Chicago City Railway Company shall nevertheless be returned to the holders of the certificates issued by the Trustee hereunder upon the surrender thereof properly endorsed, unless within a reasonable time (which time shall be fixed by said Gray), the holders of said certificates shall have received or shall have been given an opportunity of receiving the securities or other benefits allotted to them by said plan.

It is further expressly provided that, until holders of certificates representing stock of said two Companies last named shall have received or shall have been given the opportunity of receiving said securities or other benefits, allotted to them by said plan, the right is reserved to such holders to continue or to institute any legal proceedings (which they would have had if such stocks had not been so deposited) for the purpose of protecting or establishing any rights they

may have to prevent any sale of the assets of said Companies or change in the legal relations existing between, on the one hand, either of the said two companies last named, and, on the other hand, any of the other Companies in this agreement named, or the City of Chicago, or for the purpose of protecting or establishing any other rights they may have, and until such stockholders shall have received or shall have been given the opportunity of receiving such securities or other benefits, the entire beneficial interest in the stock deposited hereunder of the said Chicago West Division Railway Company and of the North Chicago City Railway Company, including the right to dividends payable thereon, shall remain in the said respective registered holders of certificates representing such stock. And the said Trustee agrees that the certificates of stock of the said Chicago West Division Railway Company and North Cnicago City Railway Company deposited hereunder shall remain in the respective names of the depositors of such depositors of such certificates until that time.

Sixth: Said plan of reorganization and readjustment shall extend to the holders the opportunity mentioned in sub-paragraph (c) of Section 1 of said ordinance of making deposit under said plan of all the stock, bonds and evidences of indebtedness of the North Chicago City Railway Company, the Chicago West Division Railway Company, the Chicago Passenger Railway Company, the West Chicago Street Railroad Tunnel Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, and shall determine the stocks, securities or other benefits to be allotted to the depositors of such bonds, stocks or evidences of indebtedness, respectively, and shall specify the conditions upon which the same are to be delivered, and shall make provision for the expenses and compensation of any receivers appointed of the property of any of said corporations and for the expenses of reorganization and readjustment; and shall make all said provisions to such extent and in such manner as may be deemed fair and just by those charged with the formation and approval of such plan; provided, that equal treatment be accorded to the holders of all stocks of the same class deposited hereunder and all bonds or evidences of indebtedness of the same rank and class, but the foregoing provision shall not be construed to prevent the requirement of a cash payment as a condition of deposit under said plan after such time as may be fixed in the plan or pursuant to its terms. Such plan shall also provide that all stocks or securities representing any interest in the funds described in subdivisions (1) and (2) of Section 20 of said ordinance which may be allotted in respect of the bonds, stocks or evidences of indebtedness of any of said corporations in this Article named, to the extent that such bonds, stocks or evidences of indebtedness shall not be deposited under the plan, shall nevertheless be delivered to the Trustee to be held in trust and to be applied by the Trustee under the direction of the Board of Directors of the Railways Company to perfect the title of said Railways Company to the system of street railways mentioned in and authorized by said ordinance and to remove therefrom liens and encumbrances, excepting such as are by said ordinance authorized to be created; and that such stocks, securities or other benefits shall be applied to no other purpose until such title be made complete and free from liens and encumbrances as aforesaid.

Seventh: In case the permission and authority granted to the Railways Company by said ordinance shall cease and determine by reason of the failure of the Railways Company to comply with any of the covenants or conditions of said ordinance, then (subject to the qualifications hereinafter stated) the said shares of stock deposited hereunder and

all the beneficial interest appertaining to said stock shall pass to, vest in and become the property of, or be subject to the control and disposition of the City of Chicago, or of such person or persons or corporation as said City shall by ordinance designate, and the Trustee shall deliver the certificates for said stock in its possession to or upon the order of said City; provided, however, that such title to the deposited stocks of the Chicago West Division Railway Company and of the North Chicago City Railway Company shall not pass or vest nor shall possession be so delivered unless the registered holders of the certificates issued by the Trustee hereunder representing such stocks shall have actually received or shall have been given an opportunity of receiving the securities or other benefits awarded to such holders by the plan of reorganization or any modification thereof, which may be finally approved as in Article fourth of this agreement provided; provided, further, that such title to the stocks deposited hereunder of Companies other than said Chicago West Division Railway Company and said North Chicago City Railway Company shall not so pass or vest, nor shall possession be so delivered of any of said certificates except in one or the other of the following events:

(1) In case a plan of reorganization and readjustment shall have been approved, as provided in said ordinance, and stocks or securities or other benefits shall have been delivered to the Trustee, pursuant to said plan, for distribution to the holders of certificates of deposit for such stock.

(2) In case the City of Chicago shall deliver to said Trustee an agreement in writing to the effect that the holders of certificates of deposit for such stock, issued under this agreement, shall share equally in all respects with the holders of outstanding non-deposited stock of said Companies, respectively, in any sum or value which the City, or any licensee of the City, may at any time allow or pay for the assets of said respective Companies.

Eighth: The benefits of this agreement shall be confined strictly to the parties hereto and to the City of Chicago and the same shall not be construed to create any trust or obligation to or in favor of any person or persons or corporation other than the City of Chicago, the Railways Company, the Trustee and the holders from time to time of certificates of deposit issued hereunder.

Ninth: The Railways Company agrees to accept said ordinance in case the amounts of stocks specified in said ordinance or such amounts as the City Council of the City of Chicago may specify shall be deposited hereunder; and it agrees that it will abide by any plan of reorganization approved as in this agreement provided, and will deliver its securities and take all steps and execute instruments and perform all acts which may be provided for by said plan or which to the Trustee may seem necessary or proper for the purpose of carrying out said plan.

Ald. Werno moved to pass both ordinances as amended.

Ald. Uhlir moved as a substitute for the foregoing motion that the ordinances be published as amended, and consideration thereon deferred one week.

Ald. Foreman moved to lay on the table the motion to publish and defer.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golom-

biewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl—55.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, Larson, O'Connell, Kohout, Nolan, Race —14.

Ald. Werno moved to pass the ordinance running to the Chicago City Railway Company, as amended.

The motion prevailed and the ordinance, as amended, was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—56.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, Larson, O'Connell, Kohout, Nolan—13.

Ald. Werno moved to reconsider the vote by which the foregoing motion was passed.

Ald. Foreman moved to lay on the table the motion to reconsider.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—56.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, Larson, O'Connell, Kohout, Nolan—13.

Ald. Werno moved to pass the ordinance running to the Chicago Railways Company, as amended.

The motion prevailed and the ordinance, as amended, was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—56.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, Larson, O'Connell, Kohout, Nolan—13.

Ald. Werno moved to reconsider the foregoing vote.

Ald. Foreman moved to lay on the table the motion to reconsider.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—56.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, Larson, O'Connell, Kohout, Nolan—13.

The following is the *ordinance running to the Chicago City Railway Company, as passed:

AN ORDINANCE

AUTHORIZING THE CHICAGO CITY RAILWAY COMPANY TO CONSTRUCT, MAINTAIN AND OPERATE A SYSTEM OF STREET RAILWAYS IN STREETS AND PUBLIC WAYS OF THE CITY OF CHICAGO.

PREAMBLE.

WHEREAS, The Chicago City Railway Company, hereinafter called the Company, now maintains and operates a system of street railways in the streets and public ways in the south division of the City of Chicago; and

WHEREAS, The said City desires, for the proper accommodation of the public, to provide for the reconstruction, re-equipment and extension of the said street railway system now maintained and operated by the Company and for the unified operation of said street railway system together with the street railway system now maintained and operated by the Receivers of the Chicago Union Traction Company, and to be in a position as soon as practicable freely to deal with the subject of transportation in its streets as a whole, and to fix and determine the definite terms and conditions upon which the said City shall have the right to purchase and take over at any time the street railway system of the Company; now, therefore,

Be it ordained by the City Council of the City of Chicago:

AUTHORITY.

SECTION 1. That in consideration of the acceptance by the Company of this ordinance, subject to all of the provisions, conditions, requirements and limitations hereof, consent, permission and authority are hereby granted to the Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate a system of street railways in, upon and along the streets and public ways or portions thereof, in the City of Chicago, set out in the schedule marked "Exhibit A" hereto attached and made a part hereof.

The said consent, permission and authority hereby granted to said Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate the said street railways in, upon and along 22d street from the east bank of the Chicago River to Wabash avenue, are granted subject to all of the rights, franchises and privileges of the Chicago General Railway Company upon said 22d street between the points mentioned, under and by virtue of a lease of said tracks from the Chicago City Railway Company to the Chicago General Railway Company dated July 5, 1897; but shall wholly cease and determine on the 8th day of February, A. D. 1912, and are subject at all times to all the provisions, conditions and limitations of this ordinance, including the right of the City or its licensee to purchase and acquire said tracks and all of the rights hereby granted, at the times and upon the terms hereinafter provided.

The said consent, permission and authority hereby granted to said Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate the said street railways in, upon and along Main street, from Archer avenue to 31st street, and Laurel street from 31st street to 39th street, are granted subject to all of the rights, franchises and privileges of the Chicago General Railway Com-

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*Amendments to the ordinance are printed in italics.

pany upon said Main and Laurel streets between the points mentioned, under and by virtue of a lease of said tracks from the Chicago City Railway Company to the Chicago General Railway Company, dated October 1, 1897, but shall wholly cease and determine on the 4th day of February, A. D. 1915, and are subject at all times to all the provisions, conditions and limitations of this ordinance, including the right of the City or its licensee to purchase and acquire said tracks and all of the rights hereby granted, at the times and upon the terms hereinafter provided.

For the purpose of carrying into effect the desire of the said City to provide for the unified operation of said street railways, an ordinance similar to this ordinance in general provisions and character, running to the Chicago Railways Company, as grantee, covering the system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company in the north, west, and a portion of the south divisions of said City, has been presented for passage concurrently with this ordinance, and it is hereby expressly provided that, upon the passage and acceptance of said last mentioned ordinance, then in all cases where this ordinance and the said ordinance relating to the street railways now maintained and operated by the Receivers of the Chicago Union Traction Company confer grants upon more than one company in the same part of any street, the rights granted to the respective companies in such part of any street shall be construed to be for a mutual and joint use of tracks, and the rights of each company therein shall be the same as though the said ordinances making such grants had been passed and had taken effect concurrently, without regard to the actual dates of their respective passage and acceptance. Whenever such tracks are to be used jointly, they shall be constructed, maintained and operated at the equal joint expense of the said companies.

RECONSTRUCTION.

SECTION 2. The Company shall proceed at once to reconstruct portions of its track and roadbed and put its entire street railway system, plant and equipment in first-class condition, in full compliance with the specifications and provisions for such work in this ordinance and in the Exhibit hereto attached, marked "Exhibit B" and made a part of this ordinance, with the same force and effect as though herein fully set forth, and to operate and maintain said system in accordance with the provisions of this ordinance and of said "Exhibit B."

Such provisions of this ordinance as are in the nature of specifications shall be given at all times full force and effect, except in cases, if any, in which they conflict with express provisions of "Exhibit B," in which cases the latter shall prevail. The provisions of this ordinance and those of "Exhibit B," however, shall be construed together, and both, so far as practicable, be given full effect throughout the life of this grant.

EXTENSIONS.

SECTION 3. The said City shall have the right, subject to the limitations contained in this ordinance, at any time to require the Company to make extensions of and additions to the lines of street railway enumerated in said "Exhibit A." Such extensions and additions shall be made under the supervision of the Board of Supervising Engineers, as hereinafter in Section 7 provided, and the cost thereof shall be determined as provided in said section. The character and quality of such work shall comply with the specifications set forth in said "Exhibit B," so far as the same may be applicable thereto.

The Company shall promptly and within a reasonable time after the passage of this ordinance construct and equip the extensions of its street railway system

provided for in Exhibit "A," and *also* in Section 36 *hereof, subject to the provisions of said Section,* and shall operate same as a part of its system in conformity with the provisions of this ordinance, and at any time after three (3) years from the acceptance of this ordinance, the Company shall upon the order of the City Council of the City, construct and equip such additional extensions as may be required by the City and shall operate the same as a part of its system in conformity with the provisions of this ordinance; provided, that the Company shall not be obligated hereby to construct and operate any such additional extensions in any street or public way nearer any *then* existing parallel street railway tracks of the Company than one-half mile, and that the Company shall not be obligated hereby to construct more than four miles of double track railway or eight miles of single track railway in any one calendar year during the term of this grant.

The Company shall, however, upon the order of the City Council of the City, construct, equip and operate such extensions of its street railway system in addition to those hereinabove provided for as may be required by the City Council subject to the conditions and limitations contained in Section 25 of this ordinance.

The Company shall not be authorized or obligated to construct any extension of its street railway system upon streets on which street railways are not located when this ordinance goes into effect until the City has granted to the Company whatever authority in addition to this ordinance may be necessary to comply with the frontage consent laws of the State of Illinois.

MOTIVE POWER.

SECTION 4. The motive power to be used in the operation of said street railways shall be electricity, applied by the overhead trolley system or otherwise, as more particularly set forth in said "Exhibit B"; provided that the said City (subject to the limitations contained in Section 25 hereof), at any time after three years from the date of the acceptance of this ordinance, may require by ordinance, that the Company shall operate under the provisions of this ordinance any of its street railways herein authorized by electric power transmitted through working conductors carried in conduits below the surface of the street and between and underneath the rails, otherwise known as the underground trolley system, and shall thereafter cease to operate the same by overhead trolley.

USE OF POLES, CONDUITS, ETC.

SECTION 5. The Company may use its trolley poles, feeder poles, trolley wires, feeder wires and the conduits authorized and provided for in said "Exhibit B," for all purposes solely connected with the operation of its street railways, such as power, light, heat and telephonic and other signals. For such purposes the Company may connect such conduits, poles and wires with its transmission and feeder wires, power plants, substations, car houses, repair shops or other property of the Company, and with any transmission, feeder or other wires of any other individual or corporation.

JOINT USE WITH THE CITY.

The said City shall have the right, without the payment of any compensation therefor, during the life of this grant, to use the poles of the Company to carry the signal, telephone, telegraph and electric light wires and lamps of the said City. The transmission wires of the said City for such purposes shall be placed on poles of the Company, on that side of each street or way (where poles are located on both sides thereof) designated by the said Board of Supervising Engineers, without cost

or expense to the Company, but the Company shall repair and maintain its poles as one of the operating expenses of the said street railway system under this ordinance; provided, that the said City shall indemnify and save harmless the Company against and from all damages, judgments, costs or expenses which the Company may suffer by reason of any negligence of the said City in installing, maintaining or using its said wires and lamps upon said poles.

SUBWAYS.

SECTION 6. The Company hereby gives to said City and said City reserves the power by ordinance to require the Company to join with the Chicago Railways Company and with the said City in defraying the cost of the construction of a system of subways for the joint use of the said companies as down town terminals of their street railway systems, and for the use of said City and of its licensees, the legal title to said subways to be in said City, subject to the rights of the said companies under this ordinance, it being, however, an express condition of the Company being required to join in defraying the cost of such construction of such system of subways, that said subway system and the extensions thereof shall not be used for street railway purposes during the life of this grant except by the street railway systems of said companies; provided, that the companies shall not be required to contribute to the cost of said subway system any amount in excess of the pro rata cost of that part of said subway system which is to be devoted to the use of said companies or either of them and that the total amount which the said companies shall be required to contribute toward the construction of said system of subways shall not exceed the sum of five million dollars ($5,000,000), exclusive of the cost of (1) reconstructing the present tunnels under the Chicago River, (2) or of converting said tunnels into a part of said system of subways. Two-fifths of that part of the cost of the said subways (exclusive of the tunnels under the Chicago River), payable by said companies shall be borne by the Company and three-fifths of the said cost shall be borne by said Chicago Railways Company; and provided, further, the Company shall not be obligated to join in defraying the cost of the construction of such subway system until (1) the said City shall authorize the construction of said subway system by an ordinance which shall prescribe the location, character and extent of said subway system and the plans and specifications therefor, which plans and specifications shall include provisions specifying the portions thereof to be devoted to the use of said companies, respectively, and to the use of the said City and its licensees, and regulating the manner of such uses, and specifying the share of the cost of such subway system to be borne by said companies and the extent of the user to which each said company shall be entitled in that part of said subway system devoted to street railway purposes, and until, (2) the Board of Supervising Engineers shall approve the location, character and extent of and the plans and specifications for such subway system. The limitation of five million dollars as above defined shall apply to the subway system above mentioned, but shall have no application to the extensions and additions herein next mentioned.

When said subway system shall have been fully completed (but not before the expiration of five years from and after the acceptance of this ordinance) the Company (subject to the limitations contained in Section 25 hereof) may be required by ordinance to join with the said Chicago Railways Company and with the said City in defraying the cost of the construction of extensions and additions to such subway system and the Company agrees that it will pay to the said City the pro rata cost of constructing that portion of such extensions which is to be

devoted to the use of the Company and its proportionate part of the pro rata cost of constructing that portion of such extensions which is to be devoted to the joint use of the said companies; provided, however, the Company shall not be obligated to join in defraying the cost of the construction of such extensions and additions to said subway system until (1) the said City shall authorize the construction of said extensions and additions by an ordinance which shall prescribe the location, character and extent of said extensions and additions and the plans and specifications therefor, which plans and specifications shall include provisions specifying the portions to be devoted to the use of said companies and to the use of said City and its licensees, and regulating the manner of such uses and specifying the part of the total estimated cost of such extensions and additions to be borne by the said companies, respectively, and until (2) the location, character and extent of said extensions and additions and the plans and specifications therefor shall be approved by the said Board of Supervising Engineers.

The provisions of this ordinance under which the said Company obligates itself to contribute to the cost of constructing subways and extensions of subways and fixing the conditions under which the said Company is so obligated shall not have the effect or be construed to have the effect of depriving the said City of any right which the said City may have or acquire (otherwise than by virtue of this ordinance) to construct subways or extensions thereof, or to compel said Company to contribute to the cost of such subways or extensions, or to compel said Company to use the subways in whole or in part, in connection with its street railways or to fix the terms and conditions of such use. By the acceptance of this ordinance the Company admits that the City has the right and authority to construct subways and extensions of subways in the streets and parts of streets described in "Exhibit A" and in all other streets or parts of streets in which the Company is now or hereafter authorized to construct or operate street railways and the Company by such acceptance consents to the exercise of such right by the City; but the Company by the acceptance of this ordinance shall not be construed as admitting that the City now has any right otherwise than by virtue of this ordinance to compel said Company to contribute to the cost of any subway or extension thereof, or to compel said Company to use subways in whole or in part in connection with its street railways or to fix the terms and conditions of such use, or that it could acquire such right, and the exercise by the City of any such right shall not impair or in anywise affect the rights of the Company under the provisions of this ordinance in that part of any subway, or extensions thereof, to the cost of constructing which the Company shall have contributed.

Nothing in this ordinance contained shall be construed to give the said City the power to require the Company in case of the construction of said subway system, or extensions and additions thereto, and the placing of its railway tracks therein, or in a part thereof, to cease the operation of its railway, during the life of this grant, upon the surface of any of the streets or parts of streets under which the said subway system, or said extensions and additions thereto, may be constructed, so long as or whenever the City shall permit the construction or operation of any street railways upon the surface of such streets or parts of streets, respectively.

It is expressly provided that in case the capacity of that portion devoted to street railway purposes, of any subways or extensions of subways, constructed under the provisions of this section of this ordinance, shall at any time be greater than necessarily and properly required for the use of the said company or compa-

nies which have contributed to the cost of said subways or extensions thereof in the operation of their street railways therein, the City may authorize or require any other Company operating elevated railways in said City to use said subways and extensions, or parts thereof, to the extent of such surplus capacity, but only to such extent, provided that such Company shall pay a reasonable rental for such use by it, which rental shall be apportioned between the parties who have contributed to the cost of constructing the portion of such subways or extensions so used by such other company in proportion to the extent of their respective contributions; and the portion of such rental so paid to the Chicago City Railway Company shall be considered and treated as part of its gross receipts, to be disposed of under the provisions of this ordinance as other gross receipts from the operation of the street railways of said Company are to be disposed of. The City shall have the right to use the said subways and extensions for any elevated railway belonging to said City to the same extent and upon the same terms that it may authorize or require their use by any elevated railway company.

CITY TO HAVE SUPERVISION OF REHABILITATION.

SECTION 7. All of the construction, re-construction, equipment, re-equipment, extensions and additions to plant and property provided for or required by this ordinance or the Exhibits thereto, including underground trolleys, new lines, extensions, and other additions to plant and property (but not subways or extensions thereof), shall be done, performed and acquired by the Company under the direction and supervision of said Board of Supervising Engineers, and the cost and expense thereof shall be borne and paid by the Company, but no contract, subcontract or payment therefor shall be made without the written approval of said Board.

The Company shall purchase materials and equipment, and employ engineers, superintendents, clerks, foremen and workmen and shall pay all expenses of every nature, including legal expenses necessary to the proper, complete and prompt performance of the above mentioned work, upon the lowest advantageous terms and subject to the approval of the said Board of Supervising Engineers, and to the actual amount paid by the Company in and about carrying out each and all of the requirements of this Section, shall be added ten per cent. of such amount as a fair and proper allowance to the Company for conducting the said work and furnishing said equipment and five per cent. for its services in procuring funds therefor, including brokerage.

The said Board of Supervising Engineers shall, on or before the fifteenth day of each month, make a report in writing, dated the first day of such month, to the City Comptroller of the amount of money actually expended during the previous month by the Company with the approval of said Board of Supervising Engineers in and about carrying out the requirements of this Section together with the percentages of such amount in the next preceding paragraph provided for, and all amounts contributed by the Company to the cost of the said subway system or extensions thereof together with five per cent. of the amounts so contributed; and the interest provided in Section 24 hereof as a deduction from gross receipts shall begin to run upon the total amount of each such certificate from and after the date thereof.

The total amount so certified by the said Board of Supervising Engineers (including the said additional percentages thereof as hereinabove provided) shall be final and binding upon both parties hereto and shall be conclusively held and taken as the cost of the said construction, reconstruction, equipment, re-equipment, exten-

sions and additions to plant and property, including subways, underground trolleys, new lines, and other additions to plant and property, which shall be paid by the said City upon the taking over of the said street railway system as in this ordinance provided, except that said Board may at any time within sixty (60) days after the date of any such certificate correct any error or omission therein.

The said Board of Supervising Engineers shall have power to determine what work shall be treated as construction, reconstruction, equipment, re-equipment, extensions, new lines, underground trolleys or additions to plant or property to be paid for by the Company out of the capital funds to be provided by it for that purpose, and what shall be treated as maintenance, repairs and renewals, to be paid for out of the gross receipts of the Company from the operation of the street railway system hereby authorized. But any such determination of said Board shall be governed by the following provisions:

During the three (3) year period of "Immediate Rehabilitation" seventy (70) per cent. of the gross receipts shall be set apart and shall be used so far as required in defraying the operating expenses, including maintenance and repairs, and the residue of said seventy (70) per cent. shall be applied to the cost of renewals and no part of the cost of any renewal paid for out of such seventy (70) per cent. shall be charged to additional capital, and all expenditures for renewals during said three (3) years in excess of such residue of said seventy (70) per cent. shall be charged to capital account.

After such three (3) year period of "Immediate Rehabilitation," the cost of renewals shall be paid as provided in Section 16 hereof, but such expenditures (and only such expenditures) as are made for the purpose of extensions of or additions to property shall be thereafter considered as additions to capital, provided, however, that in the replacement of any principal part of the property, either existing or hereafter acquired, there shall be charged to capital the excess amount that the new property cost over the original cost of the property displaced, excepting that the value of property contained in the appraisal inventory of the property of the Company, referred to in Paragraph 1 of Section 20 hereof, shall be used instead of first cost for all property listed in such appraisal inventory.

REMOVAL OF TRACKS.

Section 8. The Company shall forthwith remove all tracks now owned or operated by it which it is not expressly authorized by this ordinance hereafter to maintain and operate. If it shall hereafter cease to operate over any of its tracks or any portion thereof, it shall remove such unused tracks upon the order of the City Council. Failure to operate cars for the carriage of passengers at least once each way within every hour of each day between the hours of six (6) A. M. and eight (8) P. M. over any part of a street or public place in which tracks of the Company are laid, shall be treated as a cessation of operation of its tracks in such part of street or public place within the meaning of this Section, unless such operation is interfered with by unavoidable accidents, labor strikes or litigation brought without connivance of the Company; provided, however, that the foregoing provisions of this Section shall not be construed to require or authorize the removal of curves or turn-outs or of connecting tracks specifically authorized by this ordinance or the exhibits hereto to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, or such tracks as may be necessary for a connection with the Company's property used for street railway purposes.

The City shall have the right by ordinance to require the Company to remove

any tracks or portions thereof, the further maintenance of which is at any time no longer warranted by the traffic, or reasonably required in the operation of the said street railway system, provided that the Company shall not be required to remove such tracks but may maintain or reconstruct and operate the same during the life of this grant so long as or whenever the City shall permit the construction or operation of any street railways upon the streets or parts of streets respectively from which such tracks have been so required to be removed and in every case of removal of tracks as aforesaid, the Company shall restore the street or public way to the condition of the other portions thereof, all at its own cost, such cost to be treated as an operating expense.

If the Company shall fail within a reasonable time (not to exceed 30 days) to remove any such tracks on order of the Commissioner of Public Works, the said City may remove them, charging the expense thereof to the Company; provided, however, that nothing in this section contained shall relieve the Company from its obligations at all times to render adequate service on its street railways.

RIGHT TO SELL UNNECESSARY PROPERTY.

SECTION 9. The Company shall not hereafter sell any of the property belonging to it at the time of the passage of this ordinance (except that described in Exhibit "D") or thereafter acquired by it as an addition to or extension of, or for use in connection with its said street railways, except as the same may become unnecessary or unadapted to the proper operation and maintenance of said street railways under the terms of this ordinance, and before making any such sale the Company shall secure the written approval of such sale and of the amount and terms thereof by the said Board of Supervising Engineers, and such written approval of said Board shall be conclusive of the right of the Company to transfer complete title to the purchaser, who shall not be obliged to look to the application of the proceeds of such sale.

In the event of any such sale made during the period of "Immediate Rehabilitation," the proceeds shall be deducted from the amount allowed to the Company for such reconstruction, and in the event of a sale after such "Immediate Rehabilitation" is completed, the proceeds thereof shall be deposited with the depositary or depositaries selected under the provisions of Section 16 of this ordinance and shall constitute a part of and an addition to the reserve fund provided for in said section for Renewals and Depreciation.

SERVICE REGULATIONS.

SECTION 10. The Company hereby agrees to comply with all reasonable regulations of the service of the said street railway system which may be prescribed from time to time by the City Council of said City and that the approval of any such regulation by the Board of Supervising Engineers shall be binding upon the Company (but not upon the City) as to the reasonableness thereof.

STYLE OF CARS.

All passenger cars operated by the Company shall be used for the carriage of passengers only. All such cars hereafter built or purchased shall be of the best and most approved finish, style and design to be approved by the Board of Supervising Engineers; they shall have center aisles; they shall be without running footboards along the sides, and shall be equipped with sufficient motor capacity. Cross-seats facing forward shall be used, but longitudinal seats, each seating not more than four passengers, may be used at the ends of the cars. All closed cars shall be

vestibuled, and shall be of the style and description specified and provided in said "Exhibit B," and at least one hundred fifty (150) cars of such description shall be acquired by and placed in operation upon the tracks of the Company within one (1) year from the passage of this ordinance, exclusive of delays occasioned by strikes or other causes beyond the control of the Company.

PUSH BUTTONS.

All cars operated by the Company shall be supplied with a sufficient number of electric bells, connections and push buttons to enable passengers without inconvenience to notify the conductor of their desire to leave the car.

FENDERS.

All cars shall be equipped with efficient and serviceable fender devices, headlights and sand-boxes.

BRAKES.

Each double-truck car shall be equipped with two sets of brakes, one of which shall be a hand-brake and the other an efficient power-brake of modern, improved type.

CLEANLINESS AND VENTILATION.

Said cars shall at all times be kept clean and in good repair, and shall be thoroughly ventilated.

HEATING.

The said cars shall be kept heated at the temperature of fifty (50) degrees Fahrenheit, as nearly as practicable, and each car shall contain a standard thermometer appropriately placed to enable passengers to see that this provision is complied with.

LIGHTING.

All cars shall be kept well and sufficiently illuminated by electric light or other illuminants approved by said Board of Supervising Engineers.

SIGNS.

Each car shall bear appropriate and conspicuous signs upon both its sides and ends so placed as to indicate, both day and night, the route and destination of such car. At night such signs shall be illuminated.

ADVERTISEMENTS.

The Company may permit advertisements in its cars, but no advertisement shall be placed upon the outside of any car, and only the space between the top of the windows and the transom of the car shall be used for advertisements on the inside of cars.

FUNERAL CARS AND MAIL CARS.

The Company is hereby authorized and permitted to operate funeral cars, and separate cars for the use of the United States Post Office Department, for the carriage of mail.

SINGLE CARS ONLY.

Every electric car shall be in charge and under the control of two competent men, a motorman and a conductor, and (after the expiration of one year from the

date of the passage of this ordinance, or at such earlier time as the Company shall be able to acquire the necessary rolling stock to enable it to abandon trailers) shall be operated singly.

RATES OF FARE.

SECTION 11. The Company, except as to chartered cars to private parties and as in this ordinance provided, shall be entitled to charge passengers, during the term of this ordinance, the following rates of fare, to wit:

For a continuous trip in one general direction, within the *present or future* limits of the City, over its street railways covered by this ordinance and all extensions thereof (whether owned, leased or operated by it) the sum of five cents (5c) for each passenger twelve years of age or over, and three cents (3c) for each passenger under twelve (12) years of age; provided that children under seven (7) years of age accompanied by a person paying fare shall be permitted to ride free.

UNIVERSAL TRANSFERS.

Every such passenger may demand and upon such demand shall receive from the conductor of the car upon which he first takes passage, or from some authorized agent of the Company, a transfer. Said transfer shall entitle such passenger to ride upon any other line of said street railway system owned, leased or operated by the Company or any other line of street railway operated by any other corporation from which the Company is by this ordinance obligated to accept transfers, which connects with, crosses, intersects or comes within a distance of two hundred (200) feet of the line of said street railway upon which the passenger first took passage and paid his fare. But this obligation shall not apply to any connecting point in the south division of the City of Chicago north of Twelfth street, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given at all points within said subways where lines of railway *of any such corporation or corporations* connect with each other.

The payment of a single fare shall not entitle a passenger to reverse his general direction of travel. If necessary to enable a passenger to reach his destination the conductor or other authorized agent of the Company shall issue without additional charge, a transfer upon a transfer, the same as required upon payment of a cash fare; the intention being that for a single fare the Company shall carry any passenger for a single continuous ride over any of the said lines of street railway owned, operated or leased by it, within the limits of the said City, so long as such ride is in the same general direction, although some of the lines necessary to be used by such passenger in arriving at his destination intersect or cross one another, or do not conform to such direction.

In every instance the transfer given to a passenger may designate the point or place of transfer, and the same must be used at such point or place, within a reasonable time, not exceeding fifteen (15) minutes after such point or place is reached by the car from which the passenger is transferred, provided that within said fifteen minutes a car shall pass such point or place of transfer in the direction and upon the route indicated by said transfer; but if no car shall pass such point within said time the passenger shall have the right to take the first available car passing such point in the direction indicated upon the passenger's transfer. A passenger upon any car delayed through the fault, negligence or inability of the Company shall be entitled to receive a transfer to a car upon the nearest line of the Company going in the same general direction as the delayed car.

The Company shall also on its cars accept and honor as fares, transfers issued

to passengers upon any line of street railway covered or authorized by the said ordinance to the Chicago Railways Company, hereinabove referred to as presented for passage in the City Council of said City, concurrently with this ordinance, which connects with any of said lines of the Company, under the same conditions and with like effect as though both lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance, but this obligation shall not apply to any connecting points north of Twelfth street and east of the south branch of the Chicago River and south of the main Chicago River, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given by and between said companies at all points within said subways where their lines of railway connect with each other.

The Company shall also accept and honor as fares transfers issued by the Chicago General Railway Company at all points where the railway lines of the Company connect with or intersect the lines of said Chicago General Railway Company, constructed and in operation at the time of the passage of this ordinance, with like effect as though both said lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance; upon condition, however, that said Chicago General Railway Company shall accept and honor at such transfer points, as fares, transfers issued by the Company.

The said proposed arrangement contemplates that in every instance the street railway company accepting any such transfer shall give to the passenger presenting it the same accommodations and the same transfers, if requested, to its other line or lines, as such passenger would be entitled to receive if he had paid a cash fare. *The Company shall also exchange transfers with all existing street car lines operating in the City of Chicago, not heretofore mentioned, under reasonable regulations and at all points of connection between such lines and the lines of the Company, after such time as said several franchises of said other lines now operating shall have expired and shall be extended or renewed.*

The Company, acting by itself or in conjunction with the other companies to which the provisions of this Section apply, may, with the approval of the said Board of Supervising Engineers, adopt reasonable rules and regulations not inconsistent with the provisions of this ordinance, for the transfer of passengers as provided for herein, and for the prevention of the fraudulent use of transfer privileges.

The purchase or acquisition by the City or its licensee of any street railway or railways of any company other than the Chicago City Railway Company shall not affect or impair the obligations of the Company under the provisions of this ordinance with regard to transfers and through routes in connection with, or over the line or lines so purchased or acquired, but the same shall thereafter continue in full force and effect.

NO PASSES: EMPLOYES, POLICEMEN AND FIREMEN FREE.

SECTION 12. No passes of any kind or description shall be issued or given to any person, and no person, except employes of the Company, policemen and firemen, respectively, in full uniform, shall be permitted to ride upon any street railway without the payment of fare; provided that the Company may issue to its employes free tickets for use while engaged in the performance of their duties, and may permit them to ride free when wearing an official badge of the Company conspicuously in view. The Company shall keep a record of the number of such free tickets and to whom issued.

MAIL CARRIERS.

In the event that the United States Post Office Department shall pay to the Company a sum of money based upon the system of sales of tickets in effect between the Post Office Department and the Company for the use of letter carriers during the year 1906, the said amount of money to be not less than Ten Thousand, One Hundred, Thirty-seven Dollars and Seventy-five Cents ($10,137.75) per annum, with proportionate increase in said amount for any increase in the number of letter carriers employed in the City of Chicago over the number of such carriers so employed in the year 1906, then the Company shall carry on its street railways United States letter carriers, in full uniform, at all times, without the payment of fare.

THROUGH ROUTES.

SECTION 13. The Company will co-operate with any corporation operating the street railway in Halsted street, from O'Neil street north, to operate a through line of cars in said street. Whenever the said City shall so direct and shall grant to the Company and to any corporation operating a street railway north of the South Branch of the Chicago River in Western avenue a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; also, whenever the said City shall grant to the Company and to any corporation operating a street railway north of the South Branch of the Chicago River in Kedzie avenue a license or franchise to connect their lines in said avenue, the Company will co-operate with such other corporation to operate a through line of cars in said avenue; and, also, whenever the said City shall grant to the Company and to any corporation operating a street railway in Ashland avenue north of the South Branch of the Chicago River a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; and said corporations shall thereafter operate and maintain said through lines of cars in the said streets and avenues, respectively; and the Company agrees to obtain forthwith the right to operate its cars over the street railways on Kedzie avenue between Thirty-first street and Twenty-second street and on Ashland avenue between Archer avenue and Twenty-second street, from said Chicago General Railway Company, and to use that right in the establishment of through routes, as in this ordinance provided, so long as any rights of said Chicago General Railway Company in said streets shall continue. But nothing in this ordinance contained shall be construed as enlarging or extending any right of said Chicago General Railway Company in or over any of the streets of the City; provided, that the Company shall only be required to operate said through lines across or over any river or canal, when the said City or some third party shall provide and maintain a bridge across the same upon which it may operate its cars.

The Company will co-operate with any corporation or corporations operating such of the street railway lines now operated by the Receivers of the Chicago Union Traction Company as may be parts of the through routes in this ordinance or in "Exhibit C" referred to in establishing and maintaining through lines of cars over the street railway lines of the Company and the street railway lines of the Union Traction system entering the south division of the said City, north of Twelfth street, which shall carry passengers from the south division of the said City to the other two divisions of the said City, or in the reverse directions, through the portion of the south division of said City north of Twelfth street, for a single fare.

As many cars shall be operated upon said through lines as the traffic shall require and warrant.

The parties now concerned have agreed upon certain through routes which are particularly described in "Exhibit C," which is attached hereto and made a part hereof, with the same force and effect as if herein fully set out.

The Company may establish other through routes from time to time and may discontinue the same, if and when the traffic warrants such establishment or discontinuance; but no through route specifically established by this ordinance and said Exhibit "C" shall be discontinued without the consent of the City Council of said City, and the City may by ordinance at any time require the Company to re-establish any through route and to establish new and additional through routes whenever the traffic warrants or requires such establishment or re-establishment; provided, however, that if the Company shall consider that the traffic does not in fact warrant or require the establishment or re-establishment of any through route so required by the City to be established or re-established, then in such case it shall be the duty of the Board of Supervising Engineers, upon demand either of the City or of the Company to furnish the certificate of said Board certifying as to whether or not, in the opinion of said Board, the traffic does warrant or require the establishment or re-establishment of such through route, and such certificate of the Board of Supervising Engineers shall be prima facie evidence as to whether, in fact, the traffic does or does not warrant or require the establishment or re-establishment of such through route; and the obligation of the Company in respect to such routes shall be governed by such certificate pending a judicial determination of its obligations in respect to the establishment or re-establishment of any such through route under this ordinance.

The through routes herein mentioned shall be established and put in operation immediately after the necessary reconstruction of the tracks covered by such routes.

To carry out the establishment of the through lines provided for in this section, the Company will enter into a reasonable operating agreement approved by the said Board of Supervising Engineers, with any other corporation or corporations concerned, whenever required by the said City. If the Company and the corporation or corporations operating the lines of street railway constituting said through routes, or any of them, shall be unable or fail to agree upon terms as between themselves for establishing, maintaining and operating all of said through routes within sixty (60) days after the passage of this ordinance, then and in such case it shall be the duty of the Board of Supervising Engineers to fix and determine the basis and terms, as between said Company and said corporation or corporations, upon which said through routes shall be established, maintained and operated and to notify each of the companies operating the lines of street railway constituting said through routes of said basis and terms, and thereupon it shall be the duty of the Company to proceed forthwith to establish, maintain and operate said through routes upon the basis and terms so fixed and determined by said Board of Supervising Engineers. Said companies may by agreement (with the approval of said Board of Supervising Engineers) modify such basis and terms or they failing to agree, the Board of Supervising Engineers may from time to time modify said basis and terms as to said Board shall seem fit and just.

Passengers upon the through cars operated upon any through routes, while traveling over the tracks of each company shall be entitled to the same facilities as to transfers as such companies shall be required to give to their own passengers paying cash fares.

STREET SPRINKLING AND CLEANING.

SECTION 14. The Company shall sprinkle, sweep, keep clean and free from

snow that portion of each of the streets occupied by its right-of-way, as provided in "Exhibit B," and if it shall be found practicable to have the streets occupied by its tracks swept and sprinkled their entire width by the Company, or to have street sweepings, garbage or other refuse removed by means of street cars at night, the Company shall perform said service, or so much thereof as shall prove practicable, when so ordered by the Mayor and Commissioner of Public Works, and it shall receive for such service reasonable compensation. In case the Company is called upon to remove street sweepings or other refuse, the said City shall furnish suitable and convenient dumping grounds and permit the connection of the Company's tracks therewith. The Company shall have the right to carry on suitable cars the snow required by this ordinance to be removed by it, and also, materials for its own use or for the use of the said City, and to connect its tracks and wires with property necessary to be used for such purposes.

STREET PAVING.

SECTION 15. The Company shall at its own expense fill, grade, pave and keep in repair that portion of the streets occupied by it, as more specifically provided for in said "Exhibit B."

GROOVED RAILS.

All new tracks hereafter laid and all tracks in streets hereafter newly paved or repaved shall be of grooved pattern more particularly described in said "Exhibit B."

MAINTENANCE, REPAIRS, RENEWALS AND DEPRECIATION.

SECTION 16. After the expiration of the three (3) year period of reconstruction and re-equipment, particularly required by the terms of said "Exhibit B," under the heading of "Immediate Rehabilitation" and until the rights conferred upon the Company by this ordinance are terminated by the purchase of the said street railway system by the said City or its licensee or by reason of the default of the Company or otherwise, the Company at all times shall maintain the said street railway system and its entire equipment, plant and appurtenances (including pavement and any subways or extensions thereof, together with their appurtenances and equipment, which may be built under the provisions of this ordinance) in first class condition, by making from time to time such expenditures thereon for maintenance, repairs and renewals, as may be necessary or appropriate to give to the public first class street railway service in all respects. To this end, the Company shall make the following expenditures:

(1) The Company shall expend for maintenance and repairs during each and every year that the Company continues to operate said street railway system after the expiration of the said three (3) year period of "Immediate Rehabilitation," at least a sum equal to six (6) per cent. of the gross receipts for the particular year, and if the said amount is not so expended for the said purpose by the Company during any one year, then at the end of such year the unexpended portion thereof shall be deposited in a fund, appropriately designated, with one or more of the banks or trust companies authorized to act as depositaries of such funds, under the terms and subject to the conditions of this ordinance (herein referred to as the depositary) for the purpose of being used whenever necessary for such maintenance and repairs.

The said depositaries or depositary shall make payment out of said fund upon the order of the Company, countersigned by the said Board of Supervising Engineers.

(2) On or before the fifth (5th) day of each and every month of each and

every year that the Company continues to operate said street railway system after the expiration of said three (3) year period of "Immediate Rehabilitation," the Company shall deposit with one or more of the said depositaries in a separate fund, appropriately designated, a sum equal to eight (8) per cent. of the gross receipts of said street railways and property, which shall constitute a reserve fund, for taking care of renewals and depreciation of said street railways and property for the preceding month; and out of the said fund the Board of Supervising Engineers shall from time to time authorize the payment by the Company of such amounts as are necessary to pay for renewals of the said street railways and property, the portion of said fund remaining unexpended to continue in said fund as a provision for the depreciation of said street railways and property; and shall be disposed of as hereinafter provided. No payments shall be made by said Company out of said fund except on the written certificate of the Board of Supervising Engineers for renewals, which are hereby defined to be the replacement of any principal part of said street railways or of their equipment or appurtenances; and the Board of Supervising Engineers shall determine by classifications made from time to time what particular items of expenditure shall be considered as renewals and what particular items of expenditure shall be considered as maintenance and repairs under the provisions of this ordinance.

The whole or any portion of such reserve fund for maintenance and repairs may be used for maintenance and repairs in addition to the annual expenditure for maintenance and repairs. The fixing of the said amount herein as the minimum amount to be expended annually for maintenance and repairs, and the fixing of the said amount herein as the minimum amount to be deposited for renewals and depreciation, shall not be held or considered as lessening or limiting in any way the obligation of the Company to expend whatever sum or sums may be necessary to be expended for maintenance and repairs and to expend whatever sum or sums may be necessary for renewals, to keep the said street railway system and equipment in first class condition in every respect and at all times.

The amounts expended or deposited respectively as reserve funds, under the foregoing provisions of this section, shall be considered a part of the Operating Expenses of the street railway system hereby authorized, but in the event that the said street railway system shall be purchased by the said City or its licensee at any time under the provisions of this ordinance, the amount then on deposit in each of said reserve funds, or due to be deposited therein at the time of such purchase, shall be turned over to and become the property of the said City or of its said licensee.

The obligation herein assumed by the Company as to the maintenance, repairs and renewals of subways and extensions thereof, shall be held to be confined to that portion of any such subways or extensions, together with the structures and the appurtenances and equipment thereof, which may be used by or be subject to the use of, the said Company under the provisions of this ordinance, and to its fair proportionate share of the cost of maintenance, repairs and renewals of that part of any such subway or extensions or the appurtenances or equipment thereof, which may be used by or be subject to the use of the Company jointly with the said City or its licensees or with the said Chicago Railways Company, such proportionate amount to be fixed and determined by the Board of Supervising Engineers.

INSURANCE.

SECTION 17. The Company shall at all times keep insured to its full insurable value, in responsible companies, all buildings, cars and other insurable property,

against loss by fire, and the premiums for such insurance shall be paid out of the receipts of said Company, as one of the operating expenses thereof, and in case of the destruction or damage by fire of any such property, the Company shall restore the same or its substantial equivalent at its own cost and not out of the receipts of its said street railways, or in lieu of such restoration, the Company shall deposit, as a part of the reserve fund required by the preceding Section 16, the value of the property so destroyed or damaged, which value shall be estimated by the Board of Supervising Engineers. The Company shall apply to any such deposit or to the cost of any such restoration the insurance moneys received on account of any such loss or damage. If such moneys are not equal in amount to the cost of such restoration or to the amount of the said deposit hereinabove required, the Company will at its own cost and not out of the receipts of said street railway system supply any deficit, and if the amount of such insurance moneys is greater than the said cost or deposit, the overplus shall be deposited with and become a part of and be an addition to the fund provided for in the preceding Section 16 for renewals and depreciation.

PERSONAL INJURY CLAIMS.

SECTION 18. Out of the gross receipts derived from the operation of the street railway system hereby authorized the Company shall pay as a part of the operating expenses, all damages arising or growing out of injuries to persons or to the property of others incident to the construction, reconstruction or operation of said street railway system accruing subsequent to January 31st, A. D. 1907, and the Company may set aside as a separate fund such percentage of said gross receipts as the said Board of Supervising Engineers shall estimate to be sufficient to protect the Company against all such claims, to the end that if the said City, or its licensee, shall elect to purchase the street railway property of the Company as provided by this ordinance, there shall be then available to the Company a fund sufficient to meet and discharge all legitimate claims for such damages. The percentage thus reserved may be changed from time to time by said Board of Supervising Engineers if and whenever they shall consider that the percentage theretofore reserved is either inadequate or excessive.

In case the balance of said fund at any time remaining shall be, in the judgment of the Board of Supervising Engineers, more than sufficient to protect the Company against all then unsettled claims, the Company shall pay to the said City fifty-five (55) per cent. of the estimated excess, and the Company at the same time shall be entitled to apply to its own use and benefit forty-five (45) per cent. of such estimated excess.

If the said City or its licensee shall purchase the property of the Company as in this ordinance provided, the Company shall deposit with one or more of the depositaries herein authorized the fund then accumulated under the provisions of this Section, together with all of the "net receipts" of the Company from the operation of its street railways as shall not have been divided between the Company and the City prior to the giving of the notice by the City or its licensee of its intention to purchase, and the Company shall assume and pay and save the said City or such licensee harmless from all such claims for damages, payment for the same to be made out of the fund so deposited, upon the order of the Company countersigned by the said Board of Supervising Engineers; but if the fund so retained and deposited shall be more than sufficient to pay and discharge said claims in full, then the said depositary or depositaries shall pay to the said City (or its licensee, as the

case may be) fifty-five (55) per cent. of such excess and to the Company forty-five (45) per cent. of such excess.

The salaries and expenses of the Board of Supervising Engineers after any such purchase and so long as said Board shall continue to act under the provisions of this ordinance shall be paid out of the fund deposited under the provisions of this section.

REGULATION OF SALARIES.

SECTION 19. The Company may pay to the directors, officers, agents and attorneys of the Company as a part of the operating expenses, compensation for their services commensurate with the service actually rendered by them respectively, taking into consideration the compensation paid to directors, officers, agents and attorneys of other corporations or enterprises of similar magnitude and general character for like services, but the said City by written notice thereof may object to the payment thereafter of compensation in excess of an amount or rate specified in such objection to any such director, officer, agent or attorney, and in the event of a disagreement between the Company and the said City as to the proper amount to be paid as such compensation, the matter shall be submitted to the judgment of the said Board of Supervising Engineers whose decision shall be final and binding upon the parties, except that, if either party shall be dissatisfied with such decision of said Board, then such dissatisfied party may make application to any court of competent jurisdiction to pass upon such objection and to determine the amount of the compensation or salary to be paid.

RIGHT OF CITY TO PURCHASE AT ANY TIME.

SECTION 20. The Company by the acceptance of this ordinance, shall and does grant to the said City, and the said City hereby reserves to itself the right, upon the first day of February or upon the first day of August of each and any year after such acceptance upon giving at least six (6) months' previous notice in writing of its intention so to do, to purchase and take over (but only for municipal operation in case of purchase prior to February first, A. D. 1927), the entire street railway system of the Company within the said City, including all property then existing which now constitutes the said street railway system of the Company (except such as is enumerated in "Exhibit D" hereto attached), with all renewals and repairs thereof, and including all the property, franchises, rights and claims described in the appraisal inventory of said Street Railway System as of June 30th, 1906, made by Bion J. Arnold, Mortimer E. Cooley and A. B. du Pont, a copy of which has been filed with the Comptroller of the said City on the *fourth* day of *February*, A. D. 1907, except such as may have been sold or extinguished as authorized by this ordinance, destroyed or impaired (ordinary wear excepted), and all property then existing which has been purchased or acquired by the Company after June 30th, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this section and in Section 7 hereof provided, and also all extensions of and additions (including underground trolleys, if any) to said street railways made under the provisions of this ordinance, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance.

PRICE TO BE PAID BY CITY.

In case the said City shall purchase and take over the street railway system of

the Company, as in this ordinance provided, then it shall pay for the same the aggregate of the following items:

1. The value of the property described in the said appraisal inventory and the value of all the franchises, rights and claims of every description, to construct, maintain or operate street railways in the said City now belonging to the Company, or claimed by it, which said value of such property and all of said franchises, rights and claims is hereby fixed (for the purpose of such purchase) at the sum of Twenty-one Million Dollars ($21,000,000).

2. The value of any and all property and equipment and additions thereto supplied, purchased or acquired by said Company as a part of its street railway system, between the 30th day of June, A. D., 1906, and February 1st, A. D., 1907, including any equipment and additions thereto which were in process on June 30th, 1906, of being so supplied, purchased or acquired, but excluding any property described in the aforesaid inventory, and repairs to and maintenance thereof and any expenditures in connection therewith properly chargeable to operating expenses. From such value shall be deducted the value of any property included in said inventory which shall have been lost, destroyed or impaired (ordinary wear excepted) after the 30th day of June, A. D., 1906, and prior to the 1st day of February, A. D., 1907. The value to be allowed under this paragraph Number 2 of this section shall be determined by the Board of Supervising Engineers immediately after the assumption by said Board of their duties in supervising the work of reconstruction and re-equipment in this ordinance provided for, and shall be reported by said Board to the City Comptroller of said City; and the amount so reported by said Board shall be final and binding upon the parties hereto and shall be conclusively held and taken as the value of the property and equipment in this paragraph specified.

3. The cost of reconstruction and re-equipment of said street railway lines of the Company and of the construction of new lines, extensions, underground trolleys and other additions to property actually paid by said Company at and prior to said purchase by said City and certified by the Board of Supervising Engineers, or incurred for work actually done or materials furnished with the approval of said Board under completed or pending contracts, except those for which special provision is made in subdivision 4 of this section, together with the percentages thereon as in Section 7 hereof provided, and all amounts which shall then have been contributed by the Company to the City for the construction of subways or extensions thereof, together with five (5) per cent. of said last named amounts as hereinbefore provided.

4. After the giving of the notice of the election of the said City to purchase said street railway system of the Company, as herein provided, and prior to the date fixed for said purchase, the said Board of Supervising Engineers shall make a written estimate (and furnish a copy thereof to the said Company and the said City) of the probable cost of completing any work of construction or equipment provided for by this ordinance, including the construction of new lines, extensions, underground trolleys, or other additions to property and including any extensions of the street railway system of said Company made under the provisions of Section 36 hereof, which work has, and to the extent to which it has, prior to the date of giving said notice, been contracted for by said Company, with the approval of said Board of Supervising Engineers, and the said City shall either take over and assume said contracts and procure the release of the Company from all obligation thereunder, or the said City shall, at or prior to the date of the said purchase of the street railway system of said Company, deposit with a depositary or depositaries (authorized to

act as such by this ordinance) a sufficient amount of money to pay the cost of completing such contracts according to the said estimate of the said Board of Supervising Engineers, and the said Company shall proceed, with all due diligence and care, to complete said contracts at its own expense and under the supervision of said Board of Supervising Engineers, and the cost of completing the said contracts after the date of such purchase by the City, together with the said additional percentages thereof, shall be paid from time to time by the said depositary or depositaries out of the funds so deposited, upon the written certificates of the said Board of Supervising Engineers. In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose, and in the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the City by the said depositary or depositaries holding the same, and in no event shall the Company be obligated to incur a greater expense in carying out said contract than the amount so deposited.

PAYMENT OR DEPOSIT OF PURCHASE PRICE.

Upon the deposit of the sum, if any, required by the above and foregoing paragraph numbered 4 of this section and the payment in cash of the amounts hereinbefore in paragraphs numbered 1, 2 and 3 of this section provided for, to the Company, or the deposit of said amounts to the order of the Company with one or more of the depositaries authorized to act as such by this ordinance the said City shall have full right and lawful authority, after the notice and upon any of the dates hereinbefore fixed, to take over and possess, as its own property, all the property, plant and equipment of every sort and nature (including underground trolleys), then constituting the street railway system of the Company, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance, free and clear of all liens and claims of every nature, except that the said City shall take subject to the payment of a fractional part of the unpaid taxes for the current year upon the said property, rights and equipment, equal to the fractional part of the year for which such taxes have been levied or assessed remaining unexpired at the date of such purchase, and the balance of the taxes shall be treated and paid as a part of the operating expenses prior to the sale of the property.

The Company further grants to the said City, and the said City hereby reserves to itself, the right (in addition to the right of purchase hereinbefore granted and reserved) to purchase and take over from the Company at any time prior to February first, 1927, the street railway system, rights and property of the Company, free from any limitation and restriction as to the operation thereof, at the same times and in the same manner at and upon which the City has the right under the foregoing provisions of this section to purchase the same. The price to be paid therefor by the City under the right of purchase in this paragraph granted and reserved shall be the price at which the City shall then have the right to purchase said property for municipal operation as hereinbefore specified, and in addition to such price a sum equal to twenty (20) per cent. of such price.

The property to the possession of which the said City shall then be entitled shall include all of the property then existing which constitutes the street railway system of the Company and its appurtenances at the date of the passage of this ordinance (excepting property enumerated in said "Exhibit D") and all of the property purchased or acquired thereafter by the Company, and all extensions of, or addi-

tions to, said street railways, including underground trolleys constructed under the provisions of this ordinance, and all rights of the said Company in or to any subways or extensions thereof constructed under this ordinance, and the sum then on deposit as a reserve fund, under the provisions of Section 16 of this ordinance, excepting such property as may have been sold as in this ordinance authorized, or worn out or destroyed, provided that in case of property destroyed and not then replaced in kind or in value as provided in Section 17 of this ordinance, adjustment shall forthwith be made at the time of such purchase and the obligation of the Company in that behalf discharged either in cash or by deduction from the purchase price.

In the event that it shall be determined that the City is, at the time this ordinance is passed or at the time this ordinance takes effect, without lawful power or authority to acquire or own street railways under the provisions of this ordinance or otherwise, and the City shall thereafter acquire such power or authority, thereupon and after such acquirement the City shall have the right to purchase and acquire said street railways, rights and property under the provisions of this ordinance to the same extent and in the same measure as if said City had full right and lawful authority so to purchase or acquire said street railways, rights and property at the date of the passage of this ordinance and at the date when this ordinance takes effect.

CITY PURCHASE DURING RECONSTRUCTION PERIOD.

SECTION 21. In the event that the said City shall elect to exercise its right of purchase, as in this ordinance provided, at any time prior to the completion of the work of construction, reconstruction, equipment and re-equipment within the time and in the manner provided for in said "Exhibit B," under the head of "Immediate Rehabilitation" it shall take over the same subject to the right and obligation of the Company to complete the said work of "Immediate Rehabilitation" as provided in this ordinance, carrying out the terms and conditions of said "Exhibit B" under the supervision and control of the said Board of Supervising Engineers and receiving therefor the cost thereof and the additional percentages thereon as in Section 7 of this ordinance provided.

In such event in addition to complying with the provisions of Section 20 hereof the said City shall deposit at the time of such purchase with some one or more of the banks or trust companies authorized to act as depositaries under the terms of this ordinance a sufficient amount of money to pay for the completion of the said work of "Immediate Rehabilitation," not herein otherwise provided for, which said amount shall be estimated and determined by the said Board of Supervising Engineers, and shall include said additional percentages provided for in Section 7 hereof.

The said cost of completing the said work of "Immediate Rehabilitation," together with said additional percentages thereof shall be paid from time to time by the said depositary or depositaries, out of the funds so deposited with it or them, upon the written certificates of the said Board of Supervising Engineers.

In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose.

In the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the said City by the said depositary or depositaries, and in no event shall the Company be obligated to incur a greater expense for the work of such construction, reconstruction,

equipment and re-equipment, including underground trolleys and other additions to plant and property, if any, than the amount so deposited.

RIGHT OF LICENSEE TO PURCHASE.

SECTION 22. The Company by the acceptance of this ordinance shall and does grant to the City, and the City hereby reserves to itself, the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City (herein called the "licensee") who or which shall have the right to purchase the street railway system, rights and property of the Company, at the same times and in the same manner at and upon which the City hereunder has the right to purchase the same, subject to the condition that the said licensee shall purchase the same property which the City has herein reserved the right to purchase, and that the price to be paid therefor by the said licensee shall be the price at which the City shall have the right to purchase said property for municipal operation, and in addition to such price a sum equal to twenty (20) per cent. of such price; but it is expressly provided, however, that the said licensee shall not be required to pay the said additional twenty (20) per cent. or any part thereof, if, before the purchase of said property by such licensee shall be consummated, a valid and binding contract shall be entered into between the City and its licensee, either by the passage of an ordinance and the acceptance thereof or otherwise, which shall limit the beneficial interest of the said licensee (and its stockholders, if such licensee is a corporation) in the property purchased and any improvements thereof or additions thereto to a return of the actual moneys invested therein by said licensee and not exceeding five (5) per cent. thereof, in addition thereto, and interest upon the said moneys and the said additional per cent. at a rate not exceeding five (5) per cent. per annum, and which shall provide that all net profits derived from the said property in excess of the beneficial interest of said licensee, limited as aforesaid, shall belong and be paid over to the City.

Nothing in this ordinance, however, shall have the effect or be construed to have the effect of lessening or limiting the right of the City to provide for reducing the rates of fare to be charged by such licensee in the operation of said street railway system or from using the moneys so to be paid over to the said City by said licensee for the purpose of retiring from time to time the stock or other securities issued by said licensee, subject to the limitations of this Section, or from using the said moneys in extending or adding to or improving said street railway system.

The right of the licensee of the City to acquire the said street railway system rights and property by purchase under the provisions of this ordinance shall in no way be impaired by any lack of power or authority on the part of the City itself to acquire the said street railway system, rights and property for municipal use and operation or otherwise.

Upon the purchase of the said street railway system, rights and property under the provisions of this ordinance, either by the City or by any licensee of the City, all rights, of the Company, its licensees or assigns under this ordinance in or to said street railways, rights and property or any part thereof, or the operation thereof, or receipts thereof, shall wholly cease and determine.

RIGHTS OF COMPANY IN CASE CITY DOES NOT PURCHASE FOR TWENTY YEARS.

SECTION 23. In the event that the said street railways are not purchased by the said City or its licensee as hereinabove authorized, prior to February first, A. D., 1927 (and nothing in this ordinance contained shall be construed as being in any

event a grant to the Company extending beyond February first, 1927), the said City shall have the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City as its licensee, to purchase the said street railways, property and rights of the Company at or after February first, 1927, upon the same terms that the City could then purchase, and in case such reserved right of purchase be not exercised by the said City or its licensee and the City shall grant a right to another company to operate a street railway in the streets and parts of streets constituting the said street railway system of the Company, such new company shall be required to and shall purchase and take over the said street railways, property and rights of the Company at or after February first, 1927, upon the same terms upon which the said City might then purchase and take them over.

No mortgage, trust deed or other instrument given by the Company shall impose any lien upon or create any rights in the said street railways, property and rights, without the same being made specifically subject to all the limitations, conditions and provisions of this ordinance, including the right of the said City or its licensee to acquire the said property and rights upon the terms and in the manner in this ordinance provided, and in the event of such purchase the lien of any such mortgage, trust deed or other encumbrance, and all other liens upon said street railways, property and rights, or any part thereof, shall be discharged from said street railways, property and rights and shall attach to the proceeds of the sale thereof.

INTEREST RETURN ON CAPITAL INVESTMENT.

SECTION 24. On or before the tenth day of April in each year the Company shall come to an accounting and settlement with the said City as of the thirty-first day of January last preceding, upon the following basis:

From the gross receipts of the said street railway system and property from all sources and of every kind for the year ending on said thirty-first day of January there shall be deducted for such year:

First: (1) All expenses of operation, including maintenance, repairs and renewals; (2) All amounts contributed during said year and then held in reserve under the provisions of Sections 16 and 18 hereof; (3) All amounts paid out for taxes and assessments levied and imposed upon the real and personal property of the Company, including all capital stock or franchise taxes levied or assessed after the 31st day of January, 1907, but not including any taxes which may by any court be ordered to be levied, assessed or collected after the 31st day of January, 1907, on account of the failure of the Company or any person, firm or corporation owning or having an interest in the said street railways or property, to pay any taxes which should have been paid for or on account of such street railways or property prior to the 31st day of January, 1907, and not including any sums paid by the Company to the City for city license fees, if any, exacted from the Company or its employes. (4) All salaries and expenses of the Board of Supervising Engineers by this ordinance authorized, after the period of "Immediate Rehabilitation"; and

Second: A sum equivalent to five (5) per centum per annum for said preceding year upon the amount of the cash purchase price which the said City would then be obligated to pay on account of the items specified in subdivisions 1, 2 and 3 of Section 20 hereof, if it were purchasing the property for municipal operation on such thirty-first day of January, interest being adjusted as to items added to such

purchase price during said year. In case in any year the gross receipts shall not be sufficient to pay in full the items in the "first" and "second" paragraphs of this section mentioned, then the deficit shall be paid out of the gross receipts of the subsequent year or years.

DIVISION OF REMAINING NET RECEIPTS.

After the deduction from the gross receipts of the items hereinbefore in this section provided, the amount remaining shall be considered as the net receipts for such year arising from the operation of the street railway system hereby authorized, and shall be divided between the Company and the said City in the following proportions: forty-five (45) per cent. to be retained by the Company, and fifty-five (55) per cent. to be paid forthwith by the Company to the said City, crediting thereon all amounts paid out during the preceding year by the Company for City license fees, if any, exacted from the Company or its employes.

COMMUTATION OF FARES.

It is understood and agreed that the Company's agreement and obligation to pay to the City the fifty-five (55) per cent. of the "net receipts," as hereinbefore provided is based upon its right to charge and receive the fares prescribed in Section 11 hereof and to retain as its own the forty-five (45) per cent. of the "net receipts" as is hereinabove in this section provided. The said City, however, reserves the right to, and it may at any time commute a sum not exceeding the City's share of the net receipts for the previous year into a reduction of said rates of fare; and thereafter in the event of such reduction of rates of fare the Company may deduct and retain as its share of the net receipts each year an amount equal to what would have been the Company's share of the net receipts of such year had the passengers carried during such year paid the fares prescribed in this ordinance, but the Company, after deducting and retaining its share of said net receipts so determined shall pay over to the said City the remainder, if any, of the net receipts for such year less the deductions therefrom hereinbefore provided to be made from the said City's share of the "net receipts" on account of license fees.

CITY TO ESTABLISH SINKING FUND FOR MUNICIPAL PURCHASE.

It is further provided that, subject to the action of the City Council of said City, the said City shall deposit the amount so paid to the said City to the credit of a separate fund to be kept and used for the purchase and construction of street railways by said City; but any failure to comply with this provision shall in no way affect the rights or obligations of the Company under this ordinance.

CAPITAL INVESTMENT LIMITATION.

SECTION 25. The Company shall not be required on account of any extensions of subways or on account of underground trolleys, or on account of any extensions of its street railways, other than the extensions provided for in Exhibit A, and in Section 36 of this ordinance, and four (4) miles of double or eight (8) miles of single track per annum, as in Section 3 hereof provided, to increase its total capital investment to such an extent that the return thereon over and above the interest charge of five per cent. thereon by this ordinance authorized, would be reduced to an inadequate or unreasonably small amount.

DEPOSITARIES.

SECTION 26. Any state or national bank or trust company in the City of Chicago or in the City of New York which has a capital stock and surplus amounting

to at least one million dollars ($1,000,000) may be selected and can act as a depositary under the provisions of this ordinance, provided, that no moneys shall be deposited with any such depositary under the provisions of this ordinance to an amount exceeding the total capital stock and one-half of the surplus of such depositary; and provided further that all deposits authorized or required by this ordinance (except deposits of purchase money in the event of purchase of said street railway system by the City, or its licensee) shall be made with depositaries in the City of Chicago.

DEPOSITS.

SECTION 27. The Company shall have the right to select the particular depositary or depositaries with which it shall deposit any of the funds required to be deposited by the Company under the provisions of this ordinance, and the Company shall at all times be held responsible for any loss or impairment of any such deposit, and shall promptly make good and restore at its own cost, and not out of the receipts of said street railways, any such loss or impairment. The City or its licensee, as the case may be, shall have the right to select the particular depositary or depositaries with which shall be deposited the funds required to be deposited by the City or its licensee, in the event of purchase of the said street railways by the City or its licensee under the provisions of this ordinance, and the City or its licensee, as the case may be, shall at all times be held responsible for any loss or impairment of any such deposit made by it, and shall promptly make good and restore any such loss or impairment.

Provided, that in all cases where, under the terms of this ordinance, the City is authorized or required to make any deposits of money, the City shall be free from any responsibility for loss or impairment of any such deposit, if not less than thirty days prior to the making of such deposit it shall give notice in writing to the Company of the names of the depositaries in which it shall propose to make such deposit. And the Company, if not satisfied therewith, shall give notice in writing to the City not less than twenty days after receiving such notice from the City. The notice of the Company may direct the City not to make such deposit, or any specified portion of it, with any depositary or depositaries so named by the City of which the Company may disapprove, and in such case such notice by the Company shall contain the names of qualified depositaries from which the City may choose in lieu of the names so disapproved of by the Company, and the number of the names of depositaries in such notice by the Company, from which the City is to choose, shall be at least five in excess of the number of depositaries which the Company shall disapprove of as stated in such notice. And the City, upon making deposits, in accordance with the terms of this proviso, shall be free from any responsibility for loss or impairment of any such deposits.

INTEREST ON DEPOSITS.

SECTION 28. Appropriate provision for the payment of reasonable interest on any funds deposited under the provisions of this ordinance shall be made with the depositary or depositaries of such funds by the party making such deposit. All interest which may accrue upon or be payable on account of any funds deposited under the provisions of this ordinance and any commission or allowance made directly or indirectly by any depositary on account of the funds deposited with it shall be held and considered as a part of the principal fund so deposited and shall be added to such fund as a part thereof.

The Company shall make daily deposits, with some depositary or depositaries authorized by this ordinance, of all moneys received by the Company from the opera-

tion of the said street railways and property, and shall make appropriate provision for the payment of reasonable interest on the moneys so deposited by such depositary or depositaries, which interest shall be added to and be held and considered as a part of the gross receipts of the said street railway system and property.

ANNUAL REPORTS.

SECTION 29. The Company, so long as it continues to operate any of the said street railways under this ordinance, and on or before the tenth day of April in each year shall prepare and file with the City Comptroller of said City annual reports for the preceding year ending on the 31st day of January.

Such reports shall be in writing, verified by the affidavit of the Auditor of the Company, *setting forth in reasonable detail according to* forms prescribed by said Comptroller, the character and amount of business done by the Company for the year immediately preceding such report and the amount of receipts from and the expenses of conducting the said business, and the said City Comptroller, or accountants authorized by him, under the direction of the Mayor or City Council of said City, shall have the right at all reasonable times to examine all the books, vouchers and records of the receipts and expenditures of the Company, for the purpose of ascertaining the accuracy of the reports herein required and the rights of the said City under this ordinance. The Board of Supervising Engineers shall have the power to prescribe the form and manner in which the books and accounts of the Company shall be kept subject to the approval of the City Comptroller. There shall be also an annual audit of the accounts of the Company covering all receipts and expenditures for the year ending on the thirty-first day of January next preceding, and a formal written report by public accountants selected by the City and the Company, the expenses of such audit and report to be paid out of the gross receipts of the Company as an operating expense.

In the event of any purchase of the street railways and property of the company under the provisions of this ordinance, on the first day of August of any year, there shall be an accounting and report for the preceding six months similar in character to that hereinbefore provided.

COMPANY TO MAINTAIN OFFICE IN CITY.

SECTION 30. The Company shall not remove its principal office or any of its books (except bond registry and stock transfer books), records, accounts, contracts, or original vouchers of receipts and expenditures beyond the limits of the said City, and shall maintain an office within said City so long as the Company continues to operate any part of the street railways mentioned and provided for in this ordinance under the provisions hereof.

FORFEITURE FOR NON-COMPLIANCE.

SECTION 31. The Company, by the acceptance of this ordinance, expressly agrees with the said City and obligates itself fully to comply with all of the terms and conditions of this ordinance throughout the period of time covered hereby, and so long as the Company continues to operate any street railways in said City under or by virtue of the authority hereof.

The Company further agrees that in the event that it shall make default in the observance or performance of any of the agreements or conditions herein required to be kept and performed by it, and if any such default shall continue for a period of three (3) months (exclusive of all times during which the Company may be delayed or interfered with, without its connivance, by unavoidable accidents, labor strikes or the orders or judgments of any court entered in any suit brought without

its connivance), after written notice thereof to it from the said City, then and in each and every such case, the said City by its City Council shall be entitled to declare this grant and all of the rights and privileges of the Company to maintain and operate street railways in any of the streets or public ways of the said City to be forfeited and at an end; provided, however, that should the Company, for its corporate purposes, pledge or mortgage its street railway property or any of the rights secured to it by this ordinance, or any security representing the said property or rights, for the security of the payment of its notes, bonds or other evidences of indebtedness maturing on or before February first, 1927, the amount thereof not being in excess of the value of all the property and rights of the Company, as defined in Section 20 hereof, such right of forfeiture of this grant by reason of any violation by the Company of the provisions of this ordinance shall not be asserted or exist against such pledgee or pledgees, mortgagee or mortgagees, or any of them, and shall not impair or affect the right of such pledgee or pledgees, mortgagee or mortgagees, to recover by foreclosure or other legal process against all the property of the Company, including the rights and privileges hereby granted, the face value of said notes, bonds or other evidences of indebtedness, or any security representing the said property or rights to an amount, however, not in excess of the sum for which the City would then have the right under the terms of this ordinance to purchase the said street railway property; and it is hereby stipulated that any notice of default by the Company, upon which a forfeiture shall be claimed, shall also be given by the said City to the trustee or mortgagee of record in any trust deed or mortgage securing such indebtedness. The purchaser at any foreclosure or other sale shall acquire no other or greater rights or privileges than are hereby conferred, and such purchaser shall hold said property, so purchased at such foreclosure or other sale, subject to the right of purchase at any time thereafter, as herein provided, by the said City, and also subject to the right of purchase by any licensee of the said City, upon the same terms as the said City might purchase and acquire said property for municipal operation, but without payment in either case of the additional twenty (20) per cent. provided for in Sections 20 and 22 of this ordinance; and also subject to the continuing terms, conditions and limitations of this ordinance, including the forfeiture provisions to the same extent as if the said purchaser had been the original grantee hereunder, except that such purchaser shall have no right to execute or deliver any mortgage, trust deed or other encumbrance on said street railways, rights and property or any part thereof without the consent of said City.

The City shall have the right to bid and become the purchaser at any such foreclosure or other sale.

The said Company further expressly agrees that, by the acceptance by it of this ordinance, it is obligated to complete the said work of "Immediate Rehabilitation" provided for in said "Exhibit B" within the time and in the manner set forth in said Exhibit (due allowance being made for any and all delays or interruptions arising without its connivance by unavoidable accidents, labor strikes, or the orders or judgments of any court entered in any suit brought without its connivance), and if the Company shall fail or neglect to proceed with the said work of "Immediate Rehabilitation" with all reasonable diligence and promptness after the acceptance of this ordinance by the Company, or to complete the said work within the time prescribed in said "Exhibit B," and said Board of Supervising Engineers shall certify to the City Council of the said City that the Company has failed or neglected to so proceed with said work, or has failed or neglected to complete the work in the time specified in "Exhibit B," the Company shall be and is obligated to pay to the said City for each day that such default or neglect shall continue, the sum of ten

thousand dollars as liquidated damages; and if the Company shall, at any time after the acceptance of this ordinance by it, fail to comply with the provisions hereof with regard to the maintenance of first class street railway service over and upon its said lines of street railways, the said City shall have the right to sue for and recover in any court of competent jurisdiction the sum of not less than fifty dollars and not more than five hundred dollars for each and every such failure and each and every day that such failure shall continue shall be taken and held to be a separate offense; but the payment of such penalties shall not in any manner release the liability of the Company to incur a forfeiture of all its rights and privileges under this ordinance, as hereinabove in this section provided.

WAIVER OF RIGHTS.

SECTION 32. The Company, in consideration of the grant made by this ordinance, upon the terms and conditions herein expressed, agrees to waive, surrender and release, and by the acceptance of this ordinance, the Company does waive, surrender and release all and every one of the rights and claims of the Company of every kind and nature, in the streets of the said City, other than the rights granted by this ordinance.

CITY'S RIGHT TO INTERVENE.

SECTION 33. The Company by the acceptance of this ordinance shall and does grant to the said City, and the said City hereby reserves to itself the right to intervene in any suit or proceeding brought by any person, firm or corporation seeking to enjoin, restrain or in any manner interfere with the Company in the doing of any work called for by this ordinance, or involving the observance or performance of any of the agreements or conditions herein provided to be kept or performed by the Company, or in any suit to foreclose or enforce any lien, mortgage or trust deed against it and to move for a dissolution of such injunction or restraining order in such suit, and take any other appropriate steps to protect the rights of the said City in case it shall deem such action necessary and appropriate to protect the interests of the said City.

BOARD OF SUPERVISING ENGINEERS.

SECTION 34. Immediately upon the acceptance of this ordinance by the Company, there shall be organized a Board of Supervising Engineers in the manner following:

Within thirty (30) days after the acceptance of this ordinance as hereinafter provided, the Company shall appoint an engineer to represent it on said Board, and shall notify the Mayor of said City, in writing, of the name and address of such engineer; and within thirty (30) days after such notice the said City shall appoint an engineer as its representative on said Board (which appointment shall be made by the Mayor of the said City and shall be subject to the approval of the City Council), and shall notify the Company in writing of the name and address of its said engineer.

Bion J. Arnold is hereby selected and appointed the third member of said Board. The said City or the Company may respectively, at any time and from time to time, remove its representative on said Board, and may also respectively from time to time, appoint an engineer to represent it upon said Board, whenever and as often as it shall fail to have a representative upon said Board from any cause whatsoever. No such removal or appointment shall take effect until written notice thereof has been given to the other party by the party making such removal or appointment.

The said City and the Company may, at any time and from time to time, remove the third engineer from said Board, and may also select and appoint a third engineer to be a member of said Board, whenever and as often as a vacancy in said Board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said Board.

In the event that any vacancy in the position of third engineer upon said Board shall not be filled by the selection of a third engineer by said City and the Company within thirty (30) days after such vacancy shall arise, then the persons then acting as judges of the (main) Appellate Court for the First District of Illinois, or a majority of them, may fill such vacancy on said Board by appointing a competent engineer thereto upon the application of said City or the Company, after ten days' written notice having been given to the other party of such application.

In case either the said City or the Company shall at any time desire the removal of the third engineer and the appointment of another engineer in his place, the party desiring such removal and new appointment may, upon giving ten (10) days' written notice thereof to the other party, apply to the said judges for such removal, and the said judges or a majority of them shall within ten (10) days from and after such application set the same for informal and summary public hearing, at which the party desiring the removal shall publicly present its reasons for asking such removal.

Upon such application of either the said City or the Company, the said judges or a majority of them shall have the power, but shall not be required to remove the said third engineer. The third engineer shall not be removed by the said judges or a majority of them at any time, except upon the application of either the said City or the Company.

Upon the refusal or failure of the said Judges then constituting the (main) Appellate Court for the First District of Illinois, or a majority of them, to make the appointment herein authorized within thirty (30) days after being requested so to do, either the said City or the Company may, upon giving ten (10) days' written notice to the other party of its intention so to do, apply to any judge of the Circuit Court of Cook County, Illinois, for the appointment of a third engineer to fill any vacancy existing in said position, and the judge so applied to shall have the power to appoint such third engineer, who, when appointed, shall be a member of said Board, and shall be subject to removal in the manner hereinabove provided.

Either the Company or the City shall have the right to apply to any court of competent jurisdiction for the removal of any member of said Board of Supervising Engineers for fraud, corruption, or failure to perform in good faith his duties under this ordinance.

A majority of said Board of Supervising Engineers shall at all times be authorized to exercise the powers conferred by this ordinance on said Board.

All words in this ordinance contained purporting to give authority to said Board of Superivising Engineers shall be construed as giving such authority to a majority of said Board.

SALARIES AND EXPENSES OF BOARD.

The said Board of Supervising Engineers shall maintain an office in the said City and shall employ the necessary assistance and purchase the necessary supplies and materials to enable it properly to perform its duties under this ordinance.

The said third engineer shall be ex-officio Chairman of the Board, and shall be

paid for his services as a member of said Board compensation at the rate of fifteen thousand dollars ($15,000.00) per annum.

During the period of "Immediate Rehabilitation," said Bion J. Arnold, so long as he continues to act as a member of said Board, shall, in addition to his duties as a member of said Board of Supervising Engineers, act as Chief Engineer of the work contemplated in this ordinance, and shall receive as additional compensation for such service, the sum of fifteen thousand dollars ($15,000.00) per annum. In such capacity he shall have charge of the preparation of the plans and specifications, and the general direction of the entire work, and of its inspection during construction. Said plans and specifications and system of inspection shall be subject to the approval of the Board of Supervising Engineers.

Each of the other two members of said Board shall, in addition to attending the monthly meetings of the Board, attend such other meetings as may be called by the Chairman, and be paid for his services as a member of said Board, compensation at the rate of one hundred dollars ($100.00) per day, and his traveling and living expenses while away from his home, and actually engaged upon this work, it being understood that his total compensation for services shall not be less than thirty-six hundred dollars ($3,600.00) nor more than ten thousand dollars ($10,000.00) per year. The Chairman of said Board shall call (in addition to such meetings as he may deem desirable or necessary) a meeting of said Board at any time upon request of the President of either of said companies, or the Mayor of said City.

The salaries and expenses of said Board of Supervising Engineers during the period of "Immediate Rehabilitation" provided for in this ordinance shall be added to and form a part of the cost of such "Immediate Rehabilitation," but thereafter shall be paid out of gross receipts, as an operating expense.

In case the said ordinance to the said Chicago Railways Company is passed and accepted by said Chicago Railways Company, the third engineer and the engineer representing the City on the Board of Supervising Engineers created by said ordinance shall be the same persons who act as the third engineer and the engineer representing the City, respectively, in the Board of Supervising Engineers created by this ordinance; and the said Chicago Railways Company and the Chicago City Railway Company shall agree upon one engineer as their joint representative upon said Board; but in case they do not so agree, each of said Companies may select its own representative, who shall in such case act as a member of said Board only in the consideration and determination of matters relating to the street railways and property of the particular Company he represents.

In the determination of any matter relating to subways and through routes and all other matters in which said companies are jointly interested the representative of each of said companies on said Board of Supervising Engineers shall be entitled to one-half of a vote.

In case said ordinance to said Chicago Railways Company is passed and accepted by said Company, the salaries and compensation of said engineers provided for in this ordinance shall include all compensation or salaries payable to said engineers under said other ordinance without duplication, and shall be equitably apportioned by the said third engineer between the said two Companies, taking into consideration the work done by said Board under the said ordinances, respectively, and the determination of said third engineer as to such apportionment shall be final and binding upon the parties whose interests are therein concerned.

CITY TO RESERVE POLICE POWER.

SECTION 35. Nothing in this ordinance contained shall be construed as depriving the said City of the right of exercising any police power which it would have possessed or enjoyed had this ordinance not been granted.

The enumeration herein of special requirements and specific regulations shall not be taken or held to imply the relinquishment by the said City of its power to make other requirements or regulations, and the said City hereby expressly reserves the right to make all regulations which may be necessary to secure in the most ample manner the safety, welfare and accommodation of the public, including among other things the right to pass and enforce ordinances to protect the public from danger or inconvenience in the management and operation of street railways throughout the said City and the right to make and enforce all such regulations as shall be reasonably necessary to secure adequate and sufficient street railway accommodations for the people, and insure their comfort and convenience.

The said Council may vest any or all matters of administration under this ordinance, including such thereof as are herein vested in the Mayor, Comptroller or other City officials named in this ordinance or in said "Exhibit B" attached hereto (but excepting those herein vested in said Board of Supervising Engineers), in a Department or Bureau of Local Transportation, or in its City Engineer, or in any official or employes of said City.

COMPREHENSIVE RECONSTRUCTION AND UNIFIED OPERATION ASSURED.

SECTION 36. For the purpose of carrying into effect the purpose and desire of the said City to provide for the unified operation and the comprehensive reconstruction of all the street railways within said City, an ordinance similar to this ordinance in general provisions and character, covering the system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company, granting to the Chicago Railways Company the right to operate said system, has been presented for passage by the City Council of said City, concurrently with this ordinance, and it is hereby expressly provided that in the event that the Company accepts this ordinance and files the bond as required in this ordinance within the time herein prescribed, and the said Chicago Railways Company fails to accept the said ordinance to the said Chicago Railways Company after its passage and within the time and according to the terms provided therein, or in any ordinance amendatory thereof or supplementary thereto, the Company hereby obligates itself to extend and operate its street railway system over and upon the streets and parts of streets in the said City covered by the said ordinance to the said Chicago Railways Company, so far as and to the extent that the rights of the companies now operating the street railways upon such streets and parts of streets cease and expire by limitation or otherwise, the said street railway system of the Company to be extended over each such street or part of street as rapidly as and to whatever extent the said City is able to and does confer upon the Company lawful authority to construct and operate street railways upon such streets and parts of streets, respectively, and deliver to the Company peaceable possession thereof for such purposes. And the Company hereby agrees to construct and operate in each such street and part of street so turned over to it as aforesaid, the street railways and equipment required by the ordinance to said Chicago Railways Company to be constructed by it therein, including the reconstruction of the tunnels under the Chicago River at Washington and La Salle streets, respectively, and the making of the contribution for the construction of subways and extensions thereof provided for in said last mentioned ordinance.

And the said Company agrees that it will furnish the necessary moneys to pay or to enable said City to pay for the physical property constituting the street railways and equipment in any such street or part of street which the City or its licensee may be authorized or required to purchase under and in accordance with the terms of the ordinances of said City which have been heretofore passed and are now in force with respect to any such street or part of street, respectively, property so purchased to be turned over to the Company as a part of the extension of the Company's system provided for in this Section, and the moneys so paid or advanced shall be held and considered as a part of the expense of making such extension. For the purpose of making any such extension the Company agrees that it will, when authorized and required by the City, purchase and pay for the physical property constituting the then existing street railway and equipment located upon any street or part of street turned over to the Company under the foregoing provisions of this Section, provided the price to be paid for such property shall not exceed the value of the same for street railway purposes as estimated by the Board of Supervising Engineers, and that, when acquired, said property shall be used by the Company as a part of the extension of its system upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

All such extensions of the Company's system and the operation thereof shall be subject to the provisions of this ordinance, in the same manner and to the same extent as if herein expressly provided for as a part of the street railway system of the Company covered by this ordinance.

The construction and equipment of all such extensions shall be made under the supervision of and the cost thereof determined by the said Board of Supervising Engineers, and such extensions shall be in all respects subject to the provisions of this ordinance as to purchase by the said City or its licensee, the determination of the character and cost of construction, reconstruction, equipment and re-equipment, the annual return to the Company upon its investment, the division of profits with the said City and the operation of such extensions by the Company, so far as such provisions can be made applicable thereto.

The City agrees that, in case it shall require the Company to extend its street railway system over or upon any street or part of street covered by the said ordinance to the said Chicago Railways Company, under the provisions of this section, the Company shall have the right to extend its street railway system over and upon all of the streets and parts of streets covered by the ordinance to the said Chicago Railways Company, upon the terms specified in this section, when and as soon as the now existing rights of other companies in said streets or parts of streets, respectively, shall expire or be terminated.

The obligations of the Company under this section to construct, reconstruct, equip, re-equip and operate street railways, tunnels and subways, and to furnish funds to the City for the purposes specified in this section, may be discharged either by the Company itself, or at its election, from time to time, either in whole or in part, through the agency of the Chicago City Railroad Company (hereinafter called the Railroad Company), a corporation organized under the laws of the State of Illinois, provided that the Company shall first enter into such contracts and arrangements with the Railroad Company as shall secure and make certain the operation of the lines of street railways constructed by the Railroad Company as an integral part of the street railway system of the Company, and also shall secure to the City

and its licensee and to the public the same rights in and upon all of the said lines of the street railways, tunnels and subways of the Company, falling within the provisions of this section, which would have existed if the entire obligations of the Company under this section had been discharged by it directly without the intervention of the Railroad Company, including the right of the City or its licensee to purchase all such lines of street railways (including all interest in tunnels and subways), in the same manner and upon the same terms and conditions as though all and every part thereof had been constructed, or the money therefor had been advanced, by the Company, without any interest therein having at any time been in the Railroad Company.

The Railroad Company, in consideration of the passage of this ordinance, hereby assumes and agrees to discharge all of the obligations assumed or imposed, or attempted to be assumed or imposed, upon the Company as to street railways, tunnels and subways within the North and West Divisions of the City of Chicago, in all respects the same as though it had been named in place of the Company in the foregoing clauses of this section; and agrees that all the work done by it and the moneys advanced by it shall be subject to all the provisions of this section, and of all the other sections of this ordinance, to the same extent and in the same manner as though said obligations had been discharged by the Company, and all moneys advanced by the Railroad Company had been advanced by the Company.

The Railroad Company further agrees that the City and its licensee and the public shall have the same rights in and upon any and all of the lines of street railways, tunnels and subways constructed in whole or in part by it, or with moneys advanced by it, which they would have had if the same had been constructed and the contributions to the cost thereof had been made wholly by the Company under the terms and provisions of this section, without the intervention of the Railroad Company, including the right of the City or its licensee to purchase such street railways and other property or interests therein, in the same manner, for the same price and upon the same terms and conditions as though all and every part thereof had been constructed or the money therefor had been advanced by the Company, without any interest therein having at any time been in the Railroad Company; and the Railroad Company hereby consents and agrees that the entire purchase price therefor may be included in one sum paid to or deposited to the credit of the Company under the terms and provisions of this ordinance, the Railroad Company agreeing to rely wholly upon its agreement with the Company for its interest in, or share of, such purchase price. The Railroad Company and the Company further undertake and agree that all street railways, tunnels and subways, and other railway properties acquired, constructed or operated under the provisions of this section, including those constructed by, or the cost of which shall be defrayed in whole or in part by the Railroad Company, shall form, and be operated as, an integral part of the street railway system of the Company, under a lease or leases, or operating agreement or operating agreements, between the Railroad Company and the Company.

The Railroad Company by its acceptance of this ordinance expressly agrees with the said City that all the terms, provisions and conditions of this ordinance shall apply to and control the construction and operation of any street railway properties in which it shall have any interest, or to the cost of which it shall contribute, in like manner and to the same extent as though such street railway properties were wholly constructed and operated, and the contributions to the cost thereof were made by the Company. And the Railroad Company and the Company further cove-

nant and agree with the City, that as between the City and the Railroad Company and the Company, all books of account, settlements, charges to capital account, payments of interest on capital account, expenditures and deposits on account of maintenance, repairs and renewals, and the division of net receipts, shall be made with regard to the entire properties constructed under or operated by both of said companies under this ordinance, as though the ownership, operation and control of the same were wholly and solely in the Company, to the end that the rights of the City under this ordinance shall in no wise be different in any respect from what they would have been if the entire street railway properties (including subways and tunnels) affected by this ordinance had been constructed, operated, and the contributions to the cost thereof made wholly and solely by the Company.

The Company further agrees that a forfeiture of all of its rights and privileges under this ordinance may be declared and enforced for any default of the Railroad Company in the observance or performance of any agreement or condition herein contained to be kept and performed by it, in like manner and with like effect as though such default was the default of the Company; and the Railroad Company covenants and agrees that any forfeiture of the rights and privileges of the Company shall operate and be effective as a forfeiture of all of the rights and privileges of the Railroad Company under this ordinance, to the same extent and with the same effect as the rights and privileges of the Company shall have been forfeited by reason of such default.

The Company further agrees that if any of the agreements or undertakings on the part of the Company in this ordinance contained shall be *ultra vires* such fact shall in nowise affect or impair the right of the City to declare a forfeiture of all the rights and privileges by this ordinance granted to the Company, on account of the non-performnce of any such *ultra vires* agreement or undertaking, in the same manner and with like effect as though all of such agreements and undertakings were within the Company's chartered powers, the grants herein made to the Company being expressly conditioned on the performance of each and every of the agreements and undertakings of the Company herein contained, the forfeiture of the Company's rights, however, to be made in the manner and with the effect provided in Section 31 of this ordinance.

ORDINANCE BINDING UPON SUCCESSORS AND ASSIGNS.

SECTION 37. This ordinance shall inure to the benefit of and be binding upon the lessees, successors and assigns of the Company, and they and each of them shall be bound by all and every its provisions by the Company to be kept and performed, precisely as if in every case they had respectively been named herein with the Company.

LEASE OR ASSIGNMENT.

SECTION 38. No lease, or operating agreement, and no assignment (except by way of mortgage or trust deed, under the foregoing provisions and limitations of this ordinance), shall be made by the Company without the consent of the City Council of said City.

WARRANTY OF TITLE.

SECTION 39. Whenever the City, or its licensee, shall desire to purchase and take over the street railway system of the Company within the said City, as in this ordinance provided, and shall comply with the provisions of this ordinance with respect to making such purchase and payment therefor, the Company shall, by

good and sufficient written instruments to that end, transfer to the City, or its licensee, as the case may be, all its said street railway system and property, free from all claims and liens whatsoever, and the Company shall warrant the title to all of the property so transferred to the City or its licensee, to be free from all claims and liens whatsoever, and also that there are no outstanding rights in the streets or parts of streets occupied by its street railways, in any person or corporation, derived through or under said Company, except the rights of the Chicago General Railway Company on 22nd, Main and Laurel streets under the leases referred to in Section 1 of this ordinance, and if at the date of said purchase there shall exist any defect in or incumbrance upon the Company's title to any of the real estate now owned by the Company, an amount of the purchase price equal to the appraised value of the real estate, the title to which shall be incumbered or defective, as shown by the appraisal inventory made by Bion J. Arnold, Mortimer E. Cooley and A. B. du Pont, hereinbefore mentioned, shall remain in one or more of the depositaries with which the City or its licensee shall deposit the purchase money for said street railway properties until such defects and incumbrances shall be cured or removed, as security to the purchaser against loss by reason of such defects or incumbrances.

BOND.

SECTION 40. The Company shall forever indemnify and save harmless the said City against and from all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be recoverable from or obtained against the said City, for or by reason of the granting of the privileges hereby conferred upon the Company, or for or by reason of or growing out of or resulting from the exercise by the Company of the privileges hereby granted, or any of them, or from any act or acts of the Company, its servants or agents, under or by virtue of the provisions of this ordinance.

And the Company shall, within the time limited for the acceptance of this ordinance, file with the City Clerk of said City its bond to the said City, in the penal sum of One Hundred Thousand Dollars, conditioned that it will forever indemnify and save harmless the said City as aforesaid; provided, however, that the giving of said bond or the recovery of a judgment or judgments thereon by the said City shall not be construed as measuring, lessening or limiting the liability of the Company to the said City under any provisions of this ordinance.

RIGHTS AND OBLIGATIONS DATE FROM FEBRUARY 1, 1907.

SECTION 41. If the Company shall accept this ordinance within the time limited therein for the acceptance thereof, then the rights and obligations of the City and the Company under this ordinance shall be the same as if this ordinance had been passed on February first, 1907, and had been accepted by the Company on February first, 1907, and accounting shall be had as between the City and the Company as of that date.

ACCEPTANCE.

SECTION 42. *This ordinance shall not take effect or be in force unless and until a majority of the votes cast upon the following question of public policy at the election to be held in the City of Chicago, on the first Tuesday in April, A. D. 1907, are in the affirmative:*

"For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15, A. D. 1907), authorizing the Chicago City Railway Company and the Chicago

Railways Company, respectively, to construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee."

In the event, and only in the event, that the said question of public policy is submitted to the electors of said city at said election and a majority of the votes cast upon the said question at said election are in the affirmative, then, and in that event, this ordinance shall take effect and be in force from and after its acceptance by the Company and by the Railroad Company, under their respective corporate seals, after the said first Tuesday in April, A. D. 1907; provided, that if the Company shall not file with the City Clerk of the said City the penal bond above herein mentioned, or if either the Company or the Railroad Company shall not file its formal acceptance of this ordinance and of all its terms and conditions within ninety (90) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect; the acceptance of this ordinance by both of said Companies being hereby made a condition of this ordinance taking effect.

EXHIBIT A.—CHICAGO CITY RAILWAY COMPANY.

Schedule of Streets Upon Which Shall Be Maintained and Operated Tracks not Exceeding Two Except Where Otherwise Noted.

Adams street, from Dearborn street to Clark street.

Adams street, from State street to Dearborn street.

Archer avenue, from State street to the city limits.

Ashland avenue, from Archer avenue to 70th street.

Cable court, from Jefferson avenue to Lake avenue.

Canal street, from Archer avenue to 29th street.

Centre avenue, from 31st street to 35th street.

Centre avenue, from 47th street to 75th street.

Clark street, from the center of Chicago River to 22d street.

Cottage Grove avenue, from 22d street to the Lake Shore and Michigan Southern Railway right of way south of South Chicago avenue. A third track on Cottage Grove avenue, from 39th street to a point approximately five hundred (500) feet south of 39th street.

Dearborn street, from 21st street to Archer avenue.

Dearborn street, from Monroe street to Adams street.

Emerald avenue, from the south line of 39th street to the property of the Chicago City Railway Company at the northwest corner of 39th street and Emerald avenue; thence westerly across Halsted street, Tucker street and Gage street to the South Fork of the South Branch of the Chicago River. Said tracks may be elevated.

Gage street, from 38th place to canal in location of 39th street produced.

Garland court, from Randolph street to Washington street.

Halsted street, from O'Neil street to 79th street.

Harrison street, from Wabash avenue to State street.

Indiana avenue, from 12th street to 51st street. Four tracks at intersection of 22d street, Indiana avenue and Cottage Grove avenue.

Jackson Park avenue (formerly Stony Island avenue), from 62d street to 64th street.

Jefferson avenue, from 55th street to Cable court.

Jefferson avenue (formerly Grace avenue), from 62d street to 64th street.

Kedzie avenue, from 38th street to 63d street.

Keefe avenue, from Rhodes avenue to 69th street.

Lake avenue, from Cable court to 55th street.

Lake avenue, from 51st street to 55th street.

Lake street, from Wabash avenue to State street.

Madison street, from Michigan avenue to State street.

Michigan avenue, from Randolph street to Madison street. These tracks on Michigan avenue to be removed when the tracks on Garland court, from Randolph street to Washington street are constructed and operated.

Monroe street, from Clark street to Dearborn street.

Monroe street, from State street to Dearborn street.

Morgan street, from 31st street to the Union Stock Yards.

Oakley avenue, from 47th street to 49th street.

Perry avenue, from 77th street to 78th street.

Pitney court, from Chicago and Alton Railway tracks to 31st street.

Randolph street, from Michigan avenue to State street.

Rhodes avenue, from 68th street to Keefe avenue.

Root street, from State street to and across Halsted street into private property in Union Stock Yards.

State street, from the center of Chicago River to Vincennes Road. A third track on State street, from Monroe street to Adams street and from 38th street to 40th street.

South Chicago avenue, from Cottage Grove avenue to the tracks of the Illinois Central Railroad Company.

Throop street, from Archer avenue to private right of way about two hundred (200) feet northwest of 31st street, over private right of way and across Farrell street and 31st street to Morgan street.

Van Buren street, from Wabash avenue to Clark street.

Vincennes Road, from State street to 79th street. A third track on Vincennes Road, from 77th street to 78th street laid on private property belonging to the Chicago City Railway Company.

Wabash avenue, from Lake street to 22d street.

Wabash avenue, from 39th street to 40th street.

Wallace street, from 29th street to Root street.

Washington avenue, from private right of way adjoining Illinois Central Railroad to 60th street.

Washington street, from Michigan avenue to State street.

Wentworth avenue, from 18th street to Vincennes road.

Wentworth avenue, from 77th street to 79th street.

Western avenue, from Archer avenue to 71st street.

Twelfth street, from Indiana avenue to Wabash avenue.

Eighteenth street, from Indiana avenue to State street.

Twenty-first street, from State street to Clark street.

Twenty-second street, from Cottage Grove avenue to the Chicago River.

Twenty-sixth street, from Cottage Grove avenue to Halsted street.

Twenty-ninth street, from Canal street to Wallace street.

Thirty-first street, from right of way of the Illinois Central Railroad Company to Pitney court.

Thirty-fifth street, from the Illinois Central Railroad to California avenue.

Thirty-eighth place, from Halsted street to Morgan street.

Thirty-eighth street, from Archer avenue to Central Park avenue.

Thirty-ninth street, from the Illinois Central Railroad to Halsted street.

Fortieth street, from Wabash avenue to State street.

Forty-second street, from Ashland avenue to Paulina street.

Forty-third street, from right of way of the Illinois Central Railroad Company to State street.

Forty-seventh street, from the right of way of the Illinois Central Railroad Company to Kedzie avenue.

Forty-seventh street, from Kedzie avenue to Archer avenue.

Fifty-first street, from Grand boulevard to Wood street.

Fifty-first street, from Wood street to Western avenue.

Fifty-fifth street, from Everett avenue to Cottage Grove avenue.

Fifty-ninth street, from State street to Leavitt street.

Sixty-first street, from Wentworth avenue to Madison avenue; thence over private right of way to Washington avenue (formerly South Park court).

Sixty-second street, from Jackson Park avenue to Jefferson avenue.

Sixty-third street, from Jackson Park avenue (formerly Stony Island avenue) west to the City Limits.

Sixty-fourth street, from Jackson Park avenue to Jefferson avenue.

Sixty-eighth street, from Cottage Grove avenue to Rhodes avenue.

Sixty-ninth street, from Keefe avenue to Western avenue.

Seventieth street, from Emerald avenue to Halsted street.

Seventieth street, from Marshfield avenue to Ashland avenue.

Seventy-seventh street, from Vincennes Road to State street.

Seventy-eighth street, from Vincennes Road to State street.

Seventy-ninth street, from Vincennes Road to Halsted street.

The Company is permitted to construct, maintain and operate all curves, crossings, cross-overs, turnouts, branch-offs, switches and connections within the streets, alleys and public places above specifically described, connecting and necessary and convenient to connect tracks authorized by this ordinance, or to connect said tracks, or any of them, or its tracks or private property, with the tracks of other corporations or with power houses, substations, car houses, shops, yards and other property now used or hereafter required to be used in the operation of its street railways under the powers given by this ordinance; and to erect and maintain all poles and wires necessary to be used in connecting its said property, power houses and street railways.

EXHIBIT B.—CHICAGO CITY RAILWAY COMPANY.

Immediately upon the acceptance of this ordinance by the Company it shall proceed with all due diligence to repair and reconstruct its street railway system and equipment and to secure the necessary supply of electric power to comply with the provisions of this ordinance and under the following specifications:

Immediate Rehabilitation.

That the character of service required by the accompanying ordinance may be established at the earliest moment practicable, the Company shall, upon the acceptance of said ordinance, proceed immediately, (1) to remove from the streets all of its present cable tracks, slots, and conduits, and substitute therefor electric tracks of the character and type as hereinafter described; (2) to rebuild at least 60 miles (single track) of the present electric track of the Company with track of the character and type hereinafter described; (3) to construct and equip the necessary system of distribution and substations, as may be determined upon by said

Company with the approval of the Board of Supervising Engineers, to transmit and transform whatever electric power may be required to enable the Company at all times to operate its street railways efficiently and continuously; (4) to rebuild and re-equip its car houses so as to enable it to properly clean and maintain its cars; and (5) to increase as rapidly as possible the number of double truck cars, of the character and type as hereinafter described, until there shall be in operation on its street railway system at least eight hundred (800) such cars. The Company shall diligently prosecute the work above specified and required, and complete the same as rapidly as practicable, in accordance with the provisions of said ordinance, and in compliance with the general specifications herein contained, but in any event the said work shall be completed within three (3) years from the date of the actual acceptance of said ordinance.

GENERAL SPECIFICATIONS.

In addition to the work hereinabove specifically required the Company shall, as promptly as possible, do the necessary work and purchase the necessary materials and equipment to put its entire street railway system and equipment in the best practicable condition to enable it to furnish to the citizens of Chicago the quality and kind of service contemplated and required by this ordinance, and shall at all times maintain the same at the highest practicable efficiency.

Permits.

The Company, before it makes any excavation in or in any way interferes with the surface of, any street or public way for the purpose of doing any work shall obtain from the Commissioner of Public Works of the City a permit so to do, which permit shall contain a condition requiring the Company to restore said street or way and maintain it for one year thereafter; and in every case the Company, after it has restored such street or way, shall maintain it for one year after such restoration.

Permits for Buildings.

All permits issued for the removal of buildings on or across any track of the Company shall provide that the Company be notified at least two days in advance of such removal; that such removal shall only take place, unless with the consent of the Company, between the hours of twelve o'clock midnight and five o'clock A. M.; and that the party to whom the permit is issued shall pay to the Company the actual cost of removing and replacing its overhead equipment, and for the interruption of its traffic from five A. M. to twelve o'clock midnight, if such interruption shall occur.

Tracks.

The tracks to be maintained by the Company shall not be elevated above the surface of the street or public way in which they are placed. They shall be laid and maintained by the Company so as to conform to the grade of such street or public way as the same is, or from time to time hereafter shall be, established by the City Council.

All new tracks shall be laid with the best materials and in the most approved modern manner.

Spacing Tracks.

In laying or relaying rails in any of the streets included in the accompanying

ordinance upon which more than one track is located the distance between centers of tracks may remain as at present, but in order to accommodate large, modern cars, and provide for their safe passage, this distance may be at least nine (9) feet eight and one-half (8½) inches between center lines of tracks. The tracks at curves wherever practicable shall be laid to such center as to enable cars to pass with suitable and safe clearance. The exact location of tracks in the streets shall be subject to the approval of the Commissioner of Public Works.

Rails.

All new track construction hereafter laid in streets or public ways shall be laid with modern improved rails of the grooved type, weighing not less than one hundred and twenty-nine (129) pounds per yard, which shall in all respects conform to the specifications for grooved rails as contained in Section 1944 of the Revised Municipal Code of Chicago, as amended by ordinance of the City Council passed October 8th, 1906.

Joints.

All rail joints shall be either cast-welded, electrically welded, or of a type which will give an equally smooth and even joint, except that the joint used must be one which will provide a carrying capacity for the electric current equivalent to the carrying capacity of the rail.

Track Substructure.

The rails shall be laid upon concrete beams, wooden ties, steel ties or cast-iron chairs or in some other form of first-class modern approved street railway track construction.

The foundation shall be either of concrete, crushed stone or other ballast material, which in the judgment of the Board of Supervising Engineers shall best suit the conditions of soil and drainage. Said foundation to be brought to the proper height to serve as a suitable foundation for the pavement.

Bonding.

In case the rails are joined by any other form of joint than a cast-welded or electrically-welded joint, there shall be some form of bond used which will connect the ends of the rails in such manner that the conductivity of the joints shall be equivalent to the carrying capacity of the rail. The rails of each single track and the inside rails of the double track of all tracks shall be connected by cross-bonds of No. 2/0 (B. & S. Gauge) copper wire spaced not more than one thousand (1000) feet apart, and properly secured to the rails in such manner that the full conducting effect of the wire may be utilized. The rails shall be so bonded or joined and such return circuits and other necessary devices installed as to prevent damage from electrolysis as effectually as possible.

Special Work.

At all points of intersection of the tracks of the Company with its own tracks or with the tracks of other companies, there shall be provided suitable steel special work of ample strength and weight to correspond with the structure to which it connects. The frogs, switches and mates shall be provided with wearing plates of hardened steel. All special work and curves shall be laid in the same general manner required for straight-line track.

Poles and Wires.

All new overhead construction shall consist of one (1) trolley wire suspended over

each track by span wires attached to poles set at the curb-line or suspended from brackets attached to poles.

The design of poles hereafter erected shall be subject to approval of the Board of Engineers, and shall be of iron or steel, weighing approximately nine hundred (900) pounds each, set in concrete and kept thoroughly painted. They shall be spaced on an average of from one hundred (100) to one hundred fifteen (115) feet apart for straight track, except at street intersections, and so as not to obstruct cross streets, alleys, or private driveways. The location of poles shall be subject to the approval of the Commissioner of Public Works.

All material used in the overhead construction shall be of the most modern type and shall be capable of sustaining all the weights and strains that come upon it under normal conditions of operation and from wind, sleet and ordinary accidents.

The trolley wire shall be not less than No. 2/0 (B. & S. Gauge) hard-drawn copper, unless the Board of Supervising Engineers shall approve other sizes for specific cases. Phosphor bronze, silicon bronze or other material equal in strength may also be used. Trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, except when such wires are suspended under viaducts, bridges and other structures. There shall be at least two (2) insulations between the trolley wire and the supporting pole. Span wires shall be galvanized iron or steel or silicon bronze.

Feeders and Transmission Wires.

All feeder and transmission wires within that portion of the City lying east of the west line of Halsted street, north of the south line of Thirty-ninth street, and south of the *main* Chicago River, and also south of Thirty-ninth street east of the right of way of the Lake Shore & Michigan Southern Railroad, shall be laid underground. To this end, authority is hereby conferred upon the Company to enter upon, excavate for, and construct a system of conduits in the streets, alleys, and other public ways of the City of sufficient capacity to carry its said wires. All feeder wires in any other territory shall be similarly placed underground whenever the City shall require all other overhead public service wires (except trolley wires) in such territory to be placed underground. All transmission wires used by the Company within the city limits, carrying a pressure of 1,000 volts or more shall be placed underground.

Feeder and transmission wires, not required to be placed underground, shall be suspended by insulators upon said poles supporting said trolley wires or upon poles placed at the side of streets, alleys or other public ways in locations to be approved by the Commissioner of Public Works. These wires and poles shall be so situated that the Company may conveniently make all the connections authorized by said ordinance and the exhibits thereto. The said trolley wires, feeder wires and all other wires authorized by said ordinance to be installed by the Company, where located in streets, alleys, or other public or private ways, in, along or across which are located railroads elevated above the surface of the streets, may be strung upon or from the structures of such railroads, with the consent of the Company owning or operating the same. Said wires shall be attached to said structures and maintained under the supervision of the City Electrician.

Conduits.

Underground conduits to carry any of the wires authorized by said ordinance, to be installed by the Company, shall not exceed four (4) feet in width and three

(3) feet in depth, and shall be of tile, cement, iron or other material impervious to moisture and not subject to decay. All transmission and feeder wires and cables laid under ground shall be covered with lead or other impervious material. Before any cable containing such wires shall be put in use it shall be tested by an alternating current of twice the working voltage of the cable. All forms of cable used by the Company containing more than one conductor shall be tested in like manner.

City Conduits.

If at any time the City shall desire to place conduits and manholes in streets or public ways wherein the Company is then about to place conduits and manholes, a single trench may be used for both conduits, but the manholes of the Company shall be kept separate and distinct from those of the City. The expense in such case shall be divided between the Company and the City according to the space used by each therein.

Conductors.

All wires and conductors for the transmission of electricity in and along any street, alley or public way (whether under or above ground) shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the other uses of said public places; and all electric work of every kind and character shall comply strictly with the ordinances of the City applicable thereto.

Maintenance of Streets.

The Company, as respects filling, grading, paving, keeping in repair, sweeping, sprinkling, keeping clean, or otherwise improving the streets or parts of streets occupied by its railway, shall fill, grade, pave, keep in repair, sweep, sprinkle, and keep clean and free from snow eight (8) feet in width of all streets and public ways, or portions thereof, occupied by it with a single track railway, and sixteen (16) feet in width of all streets and public ways, or portions thereof, occupied by it with a double track railway.

In removing snow the Company shall not deposit it upon the portions of the street or public way outside of the tracks, except temporarily; and in every case of such temporary deposit it shall be removed within a reasonable time, to be fixed by the Commissioner of Public Works.

Pavement.

The Company, upon the order of the Commissioner of Public Works, and approval of the Board of Supervising Engineers, shall pave, repave, or repair the portions of the streets and public ways which by this grant it is required to keep paved and in repair, whenever and as often as the same shall reasonably require paving, repaving or repairing, and shall at all times keep the surface of all of its paving at least up to the top of the rail.

The pavement which the Company shall be required to lay down and keep in repair in the portion of any street or way which it is required herein to pave and keep in repair shall be of the following kinds, to-wit:

First. In all streets or ways in which the Company has in place, at the date of the passage of this ordinance, a good serviceable pavement, it shall repair and maintain the same while serviceable under the direction of the Commissioner of Public Works, as aforesaid.

Second. Whenever any existing pavement of the Company, in any paved street or way, can no longer be made serviceable by repair; and whenever the portions

of any street or public way outside of the strip herein required to be paved by the Company are newly paved or repaved, with asphalt, granite, brick, creosoted block, or other similar material, as aforesaid, and the pavement of the Company therein does not comply with the following specifications; and whenever the Company relays its rails in any such paved street or public way in which its pavement does not comply with the following specifications, then, and in any of such events, the Company shall pave or repave the portion of any such street or public way, which it is herein required to keep paved, with granite paving blocks having a uniform grain and texture, without lamination or stratification, and free from an excess of mica or feldspar. Said block shall measure from three and one-half (3½) to five and one-half (5½) inches in width, from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints), and not less than five (5) inches in depth. They shall be so dressed as to have substantially rectangular plane surfaces, so that when in place the joints at the ends and sides shall average one-fourth (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to a polish under traffic shall not be used. All blocks shall be laid in uniform courses across the roadway; and the space between the blocks, when in place, shall in no case be less than one-eighth (⅛) of an inch nor more than three-eighths (⅜) of an inch in width. Each course shall consist of blocks of the same width. They shall be so laid that all longitudinal joints shall be broken by a lap of approximately three inches. The spaces shall be immediately filled to within two (2) inches of the top of the blocks with dry gravel free from loam or dirt, and the blocks rammed to a true surface and firm bed with a seventy-five (75) pound rammer of approved shape. No cracked or chipped blocks shall remain in the pavement. After ramming, the spaces between the blocks shall be completely filled with a paving pitch made by the distillation of "straight run" coal tar and of such quality and consistency as shall be approved by the Commissioner of Public Works. The pitch shall be used at a temperature of not less than two hundred and eighty (280) degrees Fahrenheit and be spread in such quantity as to apply two (2) gallons to each square yard of pavement. The spreading shall be done in sections if the Commissioner of Public Works so directs. Provided, that, in any ordinance providing for the paving of such streets the Company may be required to pave in like manner and with like material as therein specified for other contiguous portions of said streets, except that when asphalt is used a layer of granite blocks shall be put in next to and on both sides of each rail.

Third. Whenever any existing pavement of the Company, in any unpaved street, or public way, can no longer be made serviceable by repairs; and whenever the Company lays down any track or tracks in any unpaved street or public way, then, and in either of such events, the Company shall pave or repave the portions of any such street or public way, which it is required to keep paved or repaved, as aforesaid, with good serviceable granite blocks.

Fourth. In each case where by said Exhibit A attached to this ordinance the Company is authorized and required to change a single track to a double track, in any street or part of a street, if the roadway therein be not at least thirty-eight (38) feet in width, the Company shall, at its own cost (such cost to be charged to capital account) widen said roadway to said width and shall rebuild the catchbasins and their connections and curb and pave said street, as may be required by the City Council; provided, that the Company shall not hereby be required to pave, in addition to the part of the street occupied by its double-track street railway, as pro-

vided for in this ordinance, more than eight (8) feet in width of such roadway nor to acquire private property in order to secure the necessary width for such roadway.

Power Houses, Buildings.

The Company shall build such power houses and auxiliary buildings, together with the necessary machinery and appurtenances as may be determined upon by said Company with the approval of the Board of Supervising Engineers to supply whatever electric power may be required (in addition to such power as the Company may acquire by lease or contract with such approval from sources other than its own plants) to enable the Company to operate at all times its street railway system efficiently and continuously.

In the construction of power plants, substations and other buildings, the Company shall comply with all general ordinances of the City in regard to buildings and to the installation of machinery, boilers, and smoke-consuming appliances. The buildings of said power plants shall be substantially fire-proof and supplied with smoke-stacks sufficient to carry off all gases emitted, and the foundations for the machinery therein shall be constructed in a solid and substantial manner.

The machinery and apparatus employed shall be selected and installed with a view of affording uninterrupted operation of the cars upon said railways, and to obtain this end the machinery shall be so arranged that a stoppage of one machine shall not prevent the operation of the remaining machines, and reserve machinery shall always be ready to be thrown into service. All boilers, piping, valves, fittings, steam engines, turbines, generators, switchboard apparatus, and other appliances used, shall be of the latest and most approved design and constructed and installed in accordance with the best engineering practice.

In all dynamos and connections where a high voltage current is produced or used approved methods for the protection of human life shall be employed.

The high tension switches shall be entirely enclosed in fireproof material, and shall be operated by levers, compressed air, auxiliary currents, or by such other means as will, as far as practicable, prevent personal contact with high tension current.

All feeders leading out of power plants and sub-stations shall be provided with some form of safety switches or automatic circuit-breakers designed to instantaneously open the circuit in case of a short circuit occurring on the feeder or on the trolley which it feeds.

All the foregoing specifications regarding modern and approved apparatus, protection from fire, and provisions for the protection of human life, shall apply with equal force to the sub-stations in case a system of transmision involving the use of sub-stations is adopted.

In case it is found desirable to secure power from any other source than the Company's own power plants no contract for supplying such power shall be entered into by the Company without the consent of the Board of Supervising Engineers.

Car Shops and Machinery.

It is contemplated that the present car shops and machinery contained therein will remain as at present installed with such additions thereto as may be necessary and located as follows:

Complete plant fronting on Vincennes Road at the corner of Seventy-eighth street, extending from Vincennes Road to Wentworth avenue.

Cars.

All new cars hereafter put in service shall be of the type known as double truck

cars, seating from 40 to 50 passengers; and in construction, design and equipment shall conform strictly to all the provisions of Section 10 of the ordinance.

The Company may retain in operation on said streets until the Board of Supervising Engineers otherwise directs, two hundred fifty-one (251) of the present single-truck cars now in service, it being understood that these cars shall be selected from the best cars now in service and shall conform in every respect to all general ordinances of the City regulating such cars.

All of the above cars shall be equipped with sufficient motor capacity to properly operate the cars at the schedule speed required by the service over the particular lines that they may be operated upon.

Electric or hot water heaters, or heaters of other types approved by the Board of Supervising Engineers, of sufficient capacity to heat the above cars as stipulated in the accompanying ordinance, shall be used.

Every passenger car used by said Company which is not now equipped with a power brake shall, on or before nine (9) months after the passage of this ordinance, be equipped with a power brake of a type approved by the Board of Supervising Engineers.

Every passenger car used by said Company which is not now vestibuled shall, on or before nine (9) months after the passage of this ordinance, be vestibuled in such manner as may be approved by the Board of Supervising Engineers.

Rolling Stock.

The Company shall provide all necessary snow-plows, sweepers, repair cars, work cars, etc., to properly take care of its system and maintain it in first class working condition.

EXHIBIT C.

Through Routes.

ROUTE NO. 1:

Beginning at Indiana avenue and 51st street; north on Indiana avenue to 18th street; west on 18th street to Wabash avenue; north on Wabash avenue to Lake street; west on Lake street to State street; north on State street to Division street; west on Division street to Clark street; north on Clark street to Evanston avenue; north on Evanston avenue to Devon avenue; west on Devon avenue to Clark street; returning by the same route.

ROUTE NO. 2:

Beginning at Halsted street and 79th street; east on 79th street to Vincennes road; north on Vincennes road to Wentworth avenue; north on Wentworth avenue to Archer avenue; east on Archer avenue to Clark street; north on Clark street to Division street; west on Division street to Clybourn avenue; north on Clybourn avenue to Belmont avenue; returning by the same route.

ROUTE NO. 3:

Beginning at Lake avenue and 55th street; west on 55th street to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Harrison street; west on Harrison street to Dearborn street; north on Dearborn street to Washington street; west on Washington street to La Salle street; north on La Salle street to Illi-

nois street; west on Illinois street to Wells street; north on Wells street to Clark street; north on Clark street to *Howard* avenue; returning by the same route.

ROUTE NO. 4:

Beginning at 75th street on South Chicago avenue; north on South Chicago avenue to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Chicago avenue; west on Chicago avenue to Larrabee street; north on Larrabee street to Lincoln avenue; north on Lincoln avenue to Bowmanville (Foster avenue); returning by the same route.

ROUTE NO. 5:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Van Buren street; west on Van Buren street to Kedzie avenue; returning by the same route.

ROUTE NO. 6:

Beginning at 77th street and Vincennes Road; north on Vincennes Road to State street; north on State street to Washington street; west on Washington street to Desplaines street; north on Desplaines street to Milwaukee avenue; north on Milwaukee avenue to Armitage avenue; west on Armitage avenue to 44th avenue; returning by the same route.

ROUTE NO. 7:

Beginning on State street at 39th street; north on State street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 8:

Beginning at Jackson Park avenue and 63d street; west on 63d street to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 9:

Beginning at 69th street and Ashland avenue; north on Ashland avenue to 12th street; west on 12th street to Paulina street; north on Paulina street to Lake street; east on Lake street to Ashland avenue; north on Ashland avenue to Clybourn place; east on Clybourn place to Southport avenue; north on Southport avenue to Clybourn avenue; returning by the same route.

ROUTE NO. 10:

Beginning at 71st street and Western avenue; north on Western avenue to Belmont avenue; returning by the same route.

ROUTE NO. 11:

Beginning at North avenue and Clark street; south on Clark street to Madison street; west on Madison street to Ogden avenue; southwest on Ogden avenue to 40th avenue; returning by the same route.

ROUTE NO. 12:

Beginning at Clark street and North avenue; west on North avenue to Wells street; south on Wells street and Fifth avenue to Adams street; west on Adams street to Clinton street; south on Clinton street to Harrison street; west on Harrison street to the intersection of Halsted street and Blue Island

avenue; southwest on Blue Island avenue to Western avenue; returning by the same route.

ROUTE NO. 13:

Beginning at 48th avenue and Archer avenue; northeast on Archer avenue to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 14:

Beginning at 46th avenue (48th avenue when the steam railroad tracks on 46th avenue are elevated) and 12th street; east on 12th street to Ogden avenue; northeast on Ogden avenue to Randolph street; east on Randolph street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 15:

Beginning on 21st street at Douglas Park; east on 21st street to Halsted street; north on Halsted street to Canalport avenue; northeast on Canalport avenue to Canal street; north on Canal street to Polk street; east on Polk street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 16:

Beginning at State and 39th streets; thence north on State street to Lake street; west on Lake street to Austin avenue; returning by the same route.

ROUTE NO. 17:

Beginning at 63d street on Kedzie avenue; north on Kedzie avenue to Chicago avenue; east on Chicago avenue to California avenue; north on California avenue to Belmont avenue; returning by the same route.

ROUTE NO. 18:

Beginning on Evanston avenue at Graceland avenue; south on Evanston avenue and Halsted street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 19:

Beginning on Chicago avenue at 60th avenue; east on Chicago avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to State street; south on State street to 63d street; returning by the same route.

ROUTE NO. 20:

Beginning on Madison street at 60th avenue; east on Madiosn street to and around the State street loop; returning by the same route.

ROUTE NO. 21:

Beginning on North avenue at 48th avenue; east on North avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to and around the State street loop; returning by the same route.

EXHIBIT "D."—CHICAGO CITY RAILWAY COMPANY.

List of Property Not Included in Inventory Presented to City and Which Is Not Required for Street Railway Operation.

Jackson avenue, between 54th and 55th streets.—Lots 14 to 21, inclusive, in Block 2, in re-subdivision of Block 12 of Drexel & Smith's Sub-division.

Thirty-first street, near Halsted.—Sub-lot 9, in May Hubbard's Re-subdivision of Lots 18 to 36, inclusive, and 70 to 73, inclusive.

Fifty-fifth and Jefferson avenue.—Lots 19 and 20, in Re-Subdivision of Blocks 56 and 67, in Hyde Park.

South Chicago avenue, near 71st street.—Lots 23 and 24, in Block 7, in Cornell.

Wabash avenue, between 51st and 53rd.—Lot 11, and north half of Lot 10, Brent's Subdivision, and the two flat buildings located thereon.

The following is the *ordinance running to the Chicago Railways Company, as passed:

AN ORDINANCE

AUTHORIZING THE CHICAGO RAILWAYS COMPANY TO CONSTRUCT, MAINTAIN AND OPERATE A SYSTEM OF STREET RAILWAYS IN STREETS AND PUBLIC WAYS OF THE CITY OF CHICAGO.

PREAMBLE.

WHEREAS, The **Receivers of the Chicago Union Traction Company** now maintain and operate a system of street railways in the streets and public ways in the **north,** west and south divisions of the city of Chicago; and,

WHEREAS, **The Chicago Railways Company, hereinafter called the "Company," has been organized for the purpose of acquiring, operating, re-constructing, re-equipping and extending said system under the terms of this ordinance; and,**

WHEREAS, The said City desires, for the proper accommodation of the public, to provide for the reconstruction, re-equipment and extension of the said street railway system and for the unified operation of said system together with the street railway system now maintained and operated by the **Chicago City Railway Company,** and to be in a position as soon as practicable freely to deal with the subject of transportation in its streets as a whole, and to fix and determine the definite terms and conditions upon which the said City shall have the right to purchase and take over at any time the street railway system of the Company. Now, therefore,

Be it ordained by the City Council of the City of Chicago:

AUTHORITY.

SECTION 1. That in consideration of the acceptance by the Company of this ordinance, subject to all of the provisions, conditions, requirements and limitations

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*Amendments to the ordinance are printed in italics. Differences in the ordinance running to the Chicago Railways Company with respect to the ordinance running to the Chicago City Railway Company are denoted by heavy black type.

hereof, consent, permission and authority are hereby granted to the Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate a system of street railways in, upon and along the streets and public ways or portions thereof, in the City of Chicago, set out in the schedule marked "Exhibit A" hereto attached and made a part hereof.

For the purpose of carrying into effect the desire of the said City to provide for the unified operation of said street railways, an ordinance similar to this ordinance in general provisions and character, running to the Chicago City Railway Company, as grantee, covering the system of street railways now maintained and operated by said Chicago City Railway Company in the south division of said City, has been presented for passage concurrently with this ordinance, and it is hereby expressly provided that, upon the passage and acceptance of said last mentioned ordinance, then in all cases where this ordinance and the said ordinance relating to the street railways now maintained and operated by the Chicago City Railway Company confer grants upon more than one company in the same part of any street, the rights granted to the respective companies in such part of any street shall be construed to be for a mutual and joint use of tracks, and the rights of each company therein shall be the same as though the said ordinances making such grants had been passed and had taken effect concurrently, without regard to the actual dates of their respective passage and acceptance. Whenever such tracks are to be used jointly, they shall be constructed, maintained and operated at the equal joint expense of the said companies.

SPECIAL CONDITIONS.

The permission and authority hereby granted to the Company are, however, subject to the following conditions:

(a) Such permission and authority shall wholly cease and determine, unless within one hundred and twenty (120) days after the passage of this ordinance the Company shall acquire all the property, franchises, rights and claims described or referred to in Section 20 of this ordinance, including all the property constituting the system of street railways now operated by the Receivers of the Chicago Union Traction Company, provided a clear title to all said property, franchises, rights and claims be tendered the Company, free from liens and encumbrances, at a price not exceeding the price for which the City may buy the same under the terms of said Section 20.

(b) If such title be not so tendered the Company within said period, the permission and authority hereby granted shall nevertheless cease and determine without any further action whatever by the City of Chicago, unless within a period of two hundred and ten (210) days after the passage of this ordinance a plan of reorganization and readjustment which shall be consistent with the terms of the deposit agreement referred to in subdivision (c) of this Section shall have been approved as in said agreement provided, under which plan an opportunity shall be conferred upon each individual holder of a direct or indirect interest in or lien upon said property, franchises or claims, or any part thereof, or of any right, claim or demand as creditor or otherwise, entitled to enforcement against said property, franchises, rights or claims, or payable out of the same or any part thereof, to participate in the transfer of said property, franchises, rights and claims to and the acquisition thereof by the Company, and to receive such stocks, securities or other benefits as said plan of re-organization and readjustment may provide, on the terms and conditions in said plan set forth, and which

opportunity shall remain open during a period to be specified in said plan and approved as aforesaid, but not extending beyond January 20, A. D. 1908. Nothing in this ordinance contained shall be construed to confer, directly or indirectly, any interest in or right with respect to the authority and permission granted to the Company by this ordinance, or otherwise, upon any holder of any existing interest in or lien upon the property, franchises, rights and claims above mentioned.

(c) Upon the expiration of said period last mentioned, the Company shall proceed promptly to perfect its title to the entire property, franchises, rights and claims aforesaid, using for that purpose if necessary any and all stocks, securities and evidences of indebtedness acquired pursuant to said plan of re-organization and re-adjustment; and, to the extent that it may be necessary to acquire or extinguish any interests in or liens upon said property, franchises, rights and claims, or any debts, claims or demands against the same which are not represented by the stocks, securities and evidences of indebtedness so acquired by the Company, the City of Chicago may in its discretion exercise any and every power with which it may then be vested, whether by virtue of any statute, ordinance, contract or judicial decree, to acquire or extinguish such outstanding interests, or to obtain title to and possession of any part of the aforesaid property, franchises, rights and claims to which the Company shall not have obtained title. The Company, by the acceptance of this ordinance, shall be obligated at the option of the City to buy from the City all such property, franchises, rights and claims so acquired at the price which the City may have to pay for the same, and to make payment therefor at or before the time when the City is to pay the purchase-price of said property, and to indemnify and on demand reimburse the said City for all expenses incurred in the exercise of said powers in acquiring or extinguishing such outstanding interests, or in obtaining title to or possession of such property, or in terminating such possession, use or occupation or in attempting any such action at the suggestion or request of the Company.

The Company shall not be so obliged to buy unless the price to be paid by the City for the title obtained or the property acquired or extinguished in pursuance of this subdivision (c) of this section shall be determined by judicial proceeding or by appraisement by a disinterested tribunal, the City hereby consenting that the Company shall have a right to be heard upon the question of value. In order to reduce the price which the City may have to pay for any property so acquired or extinguished, the Company, by the acceptance of this ordinance, shall be obligated to waive in favor of the City any right of participation in such purchase-price by reason of any stocks, securities or evidences of indebtedness which it shall have acquired, or of which it may have the control through a trustee or otherwise, and to allow the City to use the same in such appropriate manner as the nature of the proceeding will permit in reduction of the purchase-price.

(d) Within a period of three years from and after the passage of this ordinance, the Company shall perfect its title to said entire system of street railways and shall free the same from any lien or encumbrance other than such as are herein expressly authorized to be created. The Company shall not, however, be deemed to be in default with respect to the obligation last above stated so long as there shall have been no notice given by the City of its intention to purchase said street railway system, or to cause the same to be purchased by its licensee, unless notice in writing shall have been given to the Company by the City of some particular defect of title or of some particular lien or encumbrance and the Company shall have failed within sixty (60) days thereafter to remove the same.

And so long as no such notice of intention shall have been given by the City, no default shall be deemed to exist on the part of the Company with respect to said obligation last above stated, in any of the following classes of excepted cases, it being distinctly understood and agreed that the burden of proof rests upon the Company to show that any alleged defect of title, or lien or encumbrance falls within any of said excepted classes, next hereinafter consecutively numbered, to-wit:

(1) Unsubstantial or trivial defects of title.

(2) Defects of title of real property used for the production of power or for office purposes or for the storage of supplies, materials or equipment, or for other like purposes, but only if and so long as the Company shall procure and keep in force a policy of insurance, insuring its title to such property, issued by a Company in good standing authorized to engage in the business of insuring titles in the State of Illinois, indemnifying the Company and the City or its licensee in the event of purchase, as in this ordinance provided, against any and all loss, damage or expense by reason of such defect of title, lien or encumbance for an amount not less than the full value of the particular piece of real property subject to such defect, lien or encumbrance, as set forth in the appraisal inventory referred to in Section 20 of this ordinance, with all additions and improvements thereto as certified by the Board of Supervising Engineers.

(3) Liens or encumbrances securing unmatured obligations for the payment of money, but only if and so long as the Company shall keep on deposit, with one or more of the depositaries appointed in accordance with the provisions of this ordinance, money sufficient to pay the principal of such obligations (and interest on such obligations as the said interest becomes due, to maturity) and also to pay all charges or expenses incident to the release of such lien or encumbrance, upon a specific trust to apply such money to make such payments, or, in case of purchase of said property by the City or its licensee, as in this ordinance provided, and in the event that the City or its licensee shall elect to take title to such property subject to any such lien or encumbrance, then to pay over to the City or its licensee, as the case may be, the entire amount remaining of said deposit.

(4) Defects of title by reason of any estate, interest, right, title, claim, demand, lien or encumbrance acquired by the City after the passage of this ordinance and either held by it or subject to its control, but only if and so long as the Company tenders and stands ready to pay to the City, for a conveyance, release or discharge thereof, an amount equal to the cost and expense to the City of acquiring such estate, interest, right, title, claim, demand, lien or encumbrance, with interest.

(5) Any alleged defect of title arising out of any claim or demand originating after the passage of this ordinance against the Company or its property the validity, amount or extent of which shall be contested by the Company in good faith and upon reasonable grounds by appropriate legal procedure with reasonable diligence, provided the Company shall give to the City indemnity therefor satisfactory to the Mayor of the City in his absolute discretion.

(e) It is further expressly provided that no right, permission or authority under this ordinance shall vest in the Company and the Company shall not have the right to accept this ordinance unless at the time of such acceptance there shall have been deposited with *The Chicago Title and Trust Company*, Trustee, under an

agreement substantially in the form hereto annexed and marked "Exhibit D," which agreement shall then have been duly executed, certificates of stock duly indorsed in blank for transfer, representing not less than the following amounts of the capital stock of the respective corporations hereinafter mentioned, viz.: *three* thousand, one hundred and *twenty-six (3,126)* shares of the capital stock of the Chicago West Division Railway Company, and one thousand, *two* hundred and *fifty-one (1,251)* shares of the capital stock of the North Chicago City Railway Company (being, respectively, more than *a majority* of the entire capital stock of said companies, other than that held by Trustees under outstanding mortgages or deeds of trust); also twenty-nine thousand, six hundred and one (29,601) shares of the capital stock of the North Chicago Street Railroad Company, and forty-nine thousand, nine hundred and forty-six (49,946) shares of the capital stock of the West Chicago Street Railroad Company (being respectively more than a majority of the entire capital stock of said two companies last named, other than that held by the Illinois Trust and Savings Bank, as Trustee under a deed of trust); and, also, eighty thousand and one (80,001) shares of the preferred stock and one hundred and thirty-three thousand, three hundred and thirty-four (133,334) shares of the common stock of the Chicago Union Traction Company (being more than two-thirds of each class of said capital stock); provided that the City shall have and hereby reserves the right to modify the aforesaid provisions and conditions so as to reduce the proportion of stock of any or all of said companies to be so deposited to such amount as to the City may seem proper; and provided further that the certificate of said Trustee as to the number of shares of stock so deposited shall be prima facie evidence in respect to the performance of the foregoing conditions and provisions.

In the event that the Company shall accept this ordinance and thereafter by reason of its failure to comply with any of the covenants or conditions hereof, the permission and authority granted by this ordinance shall cease and determine, then and in that event all the shares of stock of the Companies in this subdivision of this section mentioned, then owned by the Company or deposited with the Trustee under said agreement as above provided, and all the beneficial interest appertaining to said stock and assigned to the Company or to said Trustee shall pass to, vest in and become the property of or be subject to the control and disposition of the City or of such person or persons or corporation as the City shall by ordinance designate, subject to the terms of said deposit agreement.

(f) No right, permission or authority under this ordinance shall vest in the Company and the Company shall not have the right to accept this ordinance unless, at the time of such acceptance the Company shall be in lawful possession of all the lines of street railway operated by the Receivers of the Chicago Union Traction Company, on February 1, 1907, with all the plant and equipment in use on or in connection with said lines at the time of said acceptance, with power and authority to comply with the provisions of this ordinance with respect to the operation, maintenance, extension, re-construction, re-equipment and improvement of said railways, and to make from the receipts thereof all the deposits and payments required by the provisions of this ordinance to be made from such receipts, and with power to transfer to the City, or its licensee, all such possession, rights, and powers in accordance with the provisions of this ordinance in that behalf hereinafter set forth.

(g) The Company shall at all times during the life of this grant maintain the possession of the property and the power and authority which by sub-division

(f) of this section the Company is required to have at the time of the acceptance of this ordinance, subject to the provisions contained in this ordinance as to the suspension or termination of such possession.

RECONSTRUCTION.

Section 2. The Company shall proceed at once to re-construct portions of the track and roadbed constituting said system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company and put said entire street railway system, plant and equipment in first-class condition, in full compliance with the specifications and provisions for such work in this ordinance and in the Exhibit hereto attached, marked "Exhibit B" and made a part of this ordinance, with the same force and effect as though herein fully set forth, and to operate and maintain said system in accordance with the provisions of this ordinance and of said "Exhibit B."

Such provisions of this ordinance as are in the nature of specifications shall be given at all times full force and effect, except in cases, if any, in which they conflict with express provisions of "Exhibit B," in which cases the latter shall prevail. The provisions of this ordinance and those of "Exhibit B," however, shall be construed together, and both, so far as practicable, be given full effect throughout the life of this grant.

The expressions "property of the Company" or "street railway system of the Company" or equivalent expressions as hereinafter used, except where the context clearly indicates a different meaning, shall be deemed to denote all the property from time to time possessed or used by the Company in and about the street railway business conducted under the provisons of this ordinance, including all franchises, rights and privileges of every nature enjoyed or exercised or capable of being enjoyed or exercised in connection therewith, irrespective of the nature or extent of the Company's interest therein, and a similar construction shall be given to expressions relating to particular classes or species of the Company's property.

EXTENSIONS.

Section 3. The said City shall have the right, subject to the limitations contained in this ordinance, at any time to require the Company to make extensions of and additions to the lines of street railway enumerated in said "Exhibit A." Such extensions and additions shall be made under the supervision of the Board of Supervising Engineers, as hereinafter in Section 7 provided, and the cost thereof shall be determined as provided in said section. The character and quality of such work shall comply with the specifications set forth in said "Exhibit B," so far as the same may be applicable thereto.

The Company shall promptly and within a reasonable time after the passage of this ordinance construct and equip the extensions of its street railway system provided for in "Exhibit A." *and also in Section 38 hereof, subject to the provisions of said Section 38*, and shall operate the same as a part of its system in conformity with the provisions of this ordinance, and at any time after three (3) years from the acceptance of this ordinance, the Company shall upon the order of the City Council of the City, construct and equip such additional extensions as may be required by the City and shall operate the same as a part of its system in conformity with the provisions of this ordinance, provided, that the Company shall not be obligated hereby to construct and operate any such additional extensions in any street or public way nearer any then existing parallel street railway tracks

of the Company than one-half mile, and that the Company shall not be obligated hereby to construct more than six miles of double track railway or twelve miles of single track railway in any one calendar year during the term of this grant.

The Company shall, however, upon the order of the City Council of the City, construct, equip and operate such extensions of its street railway system in addition to those hereinabove provided for as may be required by the City Council subject to the conditions and limitations contained in Section 26 of this ordinance.

The Company shall not be authorized or obligated to construct any extension of its street railway system upon streets on which street railways are not located when this ordinance goes into effect until the City has granted to the Company whatever authority in addition to this ordinance may be necessary to comply with the frontage consent laws of the State of Illinois.

MOTIVE POWER.

SECTION 4. The motive power to be used in the operation of said street railways shall be electricity, applied by the overhead trolley system or otherwise, as more particularly set forth in said "Exhibit B;" provided that the said City (subject to the limitations contained in Section 26 hereof), at any time after three years from the date of the acceptance of this ordinance, may require by ordinance, that the Company shall operate under the provisions of this ordinance any of its street railways herein authorized by electric power transmitted through working conductors carried in conduits below the surface of the street and between and underneath the rails, otherwise known as the underground trolley system, and shall thereafter cease to operate the same by overhead trolley.

USE OF POLES, CONDUITS, ETC.

SECTION 5. The Company may use its trolley poles, feeder poles, trolley wires, feeder wires and the conduits authorized and provided for in said "Exhibit B," for all purposes solely connected with the operation of its street railways, such as power, light, heat and telephonic and other signals. For such purposes the Company may connect such conduits, poles and wires with its transmission and feeder wires, power plants, substations, car houses, repair shops or other property of the Company, and with any transmission, feeder or other wires of any other individual or corporation.

JOINT USE WITH THE CITY.

The said City shall have the right, without the payment of any compensation therefor, during the life of this grant, to use the poles of the Company to carry the signal, telephone, telegraph and electric light wires and lamps of the said City. The transmission wires of the said City for such purposes shall be placed on poles of the Company, on that side of each street or way (where poles are located on both sides thereof) designated by the said Board of Supervising Engineers, without cost or expense to the Company, but the Company shall repair and maintain its poles as one of the operating expenses of the said street railway system under this ordinance; provided, that the said City shall indemnify and save harmless the Company against and from all damages, judgments, costs or expenses which the Company may suffer by reason of any negligence of the said City in installing, maintaining or using its said wires and lamps upon said poles.

SUBWAYS.

SECTION 6. The Company hereby gives to said City and said City reserves the

power by ordinance to require the Company to join with the **Chicago City Railway Company** and with the said City in defraying the cost of the construction of a system of subways for the joint use of the said companies as down town terminals of their street railway systems, and for the use of said City and of its licensees, the legal title to said subways to be in said City, subject to the rights of the said companies under this ordinance, it being, however, an express condition of the Company being required to join in defraying the cost of such construction of such system of subways, that said subway system and the extensions thereof shall not be used for street railway purposes during the life of this grant except by the street railway systems of said companies; provided, that the companies shall not be required to contribute to the cost of said subway system any amount in excess of the pro rata cost of that part of said subway system which is to be devoted to the use of said companies or either of them and that the total amount which the said companies shall be required to contribute toward the construction of said system of subways shall not exceed the sum of five million ($5,000,000) dollars, exclusive of the cost of (1) reconstructing the present tunnels under the Chicago River, or (2) of converting said tunnels into a part of said system of subways. Three-fifths of that part of the cost of the said subways (exclusive of the tunnels under the Chicago River), payable by said companies shall be borne by the Company and two-fifths of the said cost shall be borne by said **Chicago City Railway Company**; and provided, further, the Company shall not be obligated to join in defraying the cost of the construction of such subway system until (1) the said City shall authorize the construction of said subway system by an ordinance which shall prescribe the location, character and extent of said subway system and the plans and specifications therefor, which plans and specifications shall include provision specifying the portions thereof to be devoted to the use of said companies, respectively, and to the use of the said City and its licensees, and regulating the manner of such uses, and specifying the share of the cost of such subway system to be borne by said companies and the extent of the user to which each said company shall be entitled in that part of said subway system devoted to street railway purposes, and until, (2) the Board of Supervising Engineers shall approve the location, character and extent of and the plans and specifications for such subway system. The limitation of five million dollars as above defined shall apply to the subway system above mentioned, but shall have no application to the extensions and additions herein next mentioned.

When said subway system shall have been fully completed (but not before the expiration of five years from and after the acceptance of this ordinance) the Company (subject to the limitations contained in Section **26** hereof) may be required by ordinance to join with the said **Chicago City Railway Company** and with the said City in defraying the cost of the construction of extensions and additions to such subway system and the Company agrees that it will pay to the said City the pro rata cost of constructing that portion of such extensions which is to be devoted to the use of the Company and its proportionate part of the pro rata cost of constructing that portion of such extensions which is to be devoted to the joint use of the said companies; provided, however, the Company shall not be obligated to join in defraying the cost of the construction of such extensions and additions to said subway system until (1) the said City shall authorize the construction of said extensions and additions by an ordinance which shall prescribe the location, character and extent of said extensions and additions and the plans and specifications therefor, which plans and specifications shall include provisions specifying

the portions to be devoted to the use of said companies and to the use of said City and its licensees, and regulating the manner of such uses and specifying the part of the total estimated cost of such extensions and additions to be borne by the said companies, respectively, and until (2) the location, character and extent of said extensions and additions and the plans and specifications therefor shall be approved by the said Board of Supervising Engineers.

The provisions of this ordinance under which the said Company obligates itself to contribute to the cost of constructing subways and extensions of subways and fixing the conditions under which the said Company is so obligated shall not have the effect or be construed to have the effect of depriving the said City of any right which the said City may have or acquire (otherwise than by virtue of this ordinance) to construct subways or extensions thereof, or to compel said Company to contribute to the cost of such subways or extensions, or to compel said Company to use the subways in whole or in part, in connection with its street railways or to fix the terms and conditions of such use. By the acceptance of this ordinance the Company admits that the City has the right and authority to construct subways and extensions of subways in the streets and parts of streets described in "Exhibit A" and in all other streets or parts of streets in which the Company is now or hereafter authorized to construct or operate street railways and the Company by such acceptance consents to the exercise of such right by the City; but the Company by the acceptance of this ordinance shall not be construed as admitting that the City now has any right otherwise than by virtue of this ordinance to compel said Company to contribute to the cost of any subway or extension thereof, or to compel said Company to use subways in whole or in part in connection with its street railways or to fix the terms and conditions of such use, or that it could acquire such right, and the exercise by the City of any such right shall not impair or in anywise affect the rights of the Company under the provisions of this ordinance in that part of any subway, or extensions thereof, to the cost of constructing which the Company shall have contributed.

Nothing in this ordinance contained shall be construed to give the said City the power to require the Company in case of the construction of said subway system, or extensions and additions thereto, and the placing of its railway tracks therein, or in a part thereof, to cease the operation of its railway, during the life of this grant, upon the surface of any of the streets or parts of streets under which the said subway system, or said extensions and additions thereto, may be constructed, so long as or whenever the City shall permit the construction or operation of any street railways upon the surface of such streets or parts of streets, respectively.

It is expressly provided that in case the capacity of that portion devoted to street railway purposes, of any subways or extensions of subways, constructed under the provisions of this Section of this ordinance, shall at any time be greater than necessarily and properly required for the use of the said Company or companies which have contributed to the cost of said subways or extensions thereof in the operation of their street railways therein, the City may authorize or require any other company operating elevated railways in said City to use said subways and extensions, or parts thereof, to the extent of such surplus capacity, but only to such extent, provided that such company shall pay a reasonable rental for such use by it, which rental shall be apportioned between the parties who have contributed to the cost of constructing the portion of such subways or extensions so used by such other

company in proportion to the extent of their respective contributions; and the portion of such rental so paid to the Company shall be considered and treated as part of its gross receipts, to be disposed of under the provisions of this ordinance as other gross receipts from the operation of the street railways of said Company are to be disposed of. The City shall have the right to use the said subways and extensions for any elevated railway belonging to said City to the same extent and upon the same terms that it may authorize or require their use by any elevated railway company.

CITY TO HAVE SUPERVISION OF REHABILITATION.

SECTION 7. All of the construction, re-construction, equipment, re-equipment, extensions and additions to plant and property provided for or required by this ordinance **or the exhibits thereto,** including underground trolleys, **tunnel re-construction,** new lines, extensions, and other additions to plant and property (but not subways or extensions thereof), shall be done, performed and acquired by the Company under the direction and supervision of said Board of Supervising Engineers, and the cost and expense thereof shall be borne and paid by the Company, but no contract, subcontract or payment therefor **except as expressly provided in Section 34 hereof** shall be made without the written approval of said Board.

The Company shall purchase materials and equipment, and employ engineers, superintendents, clerks, foremen and workmen and shall pay all expenses of every nature, including legal expenses, necessary to the proper, complete and prompt performance of the above mentioned work, upon the lowest advantageous terms and subject to the approval of the said Board of Supervising Engineers, and to the actual amount paid by the Company in and about carrying out each and all of the requirements of this section, shall be added ten per cent. of such amount as a fair and proper allowance to the Company for conducting the said work and furnishing said equipment and five per cent. for its services in procuring funds therefor, including brokerage; **except that no such percentages shall be allowed on the cost of reconstructing the Van Buren street tunnel as provided in the first paragraph of Section 34 of this ordinance, or of lowering and removing obstructions to navigation in the Chicago River under the ordinance of the City of Chicago relating thereto, passed June 18th, A. D. 1906.**

The said Board of Supervising Engineers shall, on or before the fifteenth day of each month, make a report in writing, dated the first day of such month, to the City Comptroller of the amount of money actually expended during the previous month by the Company with the approval of said Board of Supervising Engineers in and about carrying out the requirements of this section together with the percentages of such amount in the next preceding paragraph provided for, and all amounts contributed by the Company to the cost of the said subway system or extensions thereof together with five per cent. of the amounts so contributed; and the interest provided in Section **25** hereof as a deduction from gross receipts shall begin to run upon the total amount of each such certificate from and after the date thereof.

The amount **or amounts** so certified by the said Board of Supervising Engineers (including the said additional percentages thereof as hereinabove provided) shall be final and binding upon both parties hereto and shall be conclusively held and taken as the cost of the said construction, reconstruction, equipment, re-equipment, extensions and additions to plant and property, including subways, underground trolleys, **tunnel re-construction,** new lines, and other additions to plant

and property, which shall be paid by the said City upon the taking over of the said street railway system as in this ordinance provided, except that said Board may at any time within sixty (60) days after the date of any such certificate correct any error or omission therein.

The cost of such construction, reconstruction, equipment, re-equipment, extensions and additions, including said percentages, not exceeding the amount so certified, together with all amounts contributed by the Company to the City for the construction of subways or extensions thereof, with five per cent. of said last named amounts added thereto, may be represented by bonds or obligations to be held, negotiated or sold by the Company, bearing interest at a rate not exceeding five per cent. per annum, payable semi-annually on the first days of February and August in each year, maturing not earlier than twenty years after the passage of this ordinance, in denominations not less than five hundred dollars each, redeemable at par and accrued interest, after published notice, on any day appointed for the payment of interest. Such bonds or obligations may be secured by a mortgage or deed of trust, which shall comply with all the provisions of this ordinance and the form of which shall be submitted to and be subject to the approval of a Trust Company qualified to act as depositary under the terms of this ordinance, to be selected by the Mayor of the City of Chicago, as containing (the circumstances considered) no provision unusual or unreasonable in character. The Company shall not at any time create any lien or encumbrance upon the property or rights conveyed by said mortgage or deed of trust or any part thereof superior to that securing said bonds and obligations. Provided, however, that the Company shall not be authorized to make or issue said bonds or obligations to an aggregate amount exceeding the amount certified by the Board of Supervising Engineers, nor shall the City be bound to recognize any of said bonds or obligations as having been authorized by this ordinance unless and until there shall be endorsed thereon by the City Comptroller or other officer or agent of the City designated by ordinance, a certificate to the effect that such bond or obligation is one of the bonds or obligations by this section authorized. To the extent that the amount certified by said Board of Supervising Engineers (including said percentages) shall not be represented by bonds and obligations as aforesaid, a lien shall exist in favor of the Company, its successors and assigns, of equal rank and like character to that securing the said bonds and obligations hereinabove authorized.

The said Board of Supervising Engineers shall have the power to determine what work shall be treated as construction, reconstruction, equipment, re-equipment, extensions, new lines, underground trolleys, tunnel re-construction, or additions to plant or property to be paid for by the Company out of the capital funds to be provided by it for that purpose, and what shall be treated as maintenance, repairs and renewals, to be paid for out of the gross receipts of the Company from the operation of the street railway system hereby authorized. But any such determination of said Board shall be governed by the following provisions:

During the three (3) year period of "Immediate Rehabilitation" seventy (70) per cent. of the gross receipts shall be set apart and shall be used so far as required in defraying the operating expenses, including maintenance and repairs, and the residue of said seventy (70) per cent. shall be applied to the cost of renewals and no part of the cost of any renewal paid for out of such seventy (70) per cent. shall be charged to additional capital, and all expenditures for renewals during said three (3) years in excess of such residue of said seventy (70) per cent. shall be charged to capital account.

After such three (3) year period of "Immediate Rehabilitation," the cost of renewals shall be paid as provided in Section 16 hereof, but such expenditures (and only such expenditures) as are made for the purpose of extensions of or additions to property shall be thereafter considered as additions to capital, provided, however, that in the replacement of any principal part of the property, either existing or hereafter acquired, there shall be charged to capital the excess amount that the new property cost over the original cost of the property displaced, excepting that the value of property contained in the appraisal inventory of the property of the Company, referred to in paragraph 1 of Section 20 hereof, shall be used instead of first cost for all property listed in such appraisal inventory.

REMOVAL OF TRACKS.

SECTION 8. The Company shall forthwith remove all tracks now owned, operated or maintained by the Receivers of the Chicago Union Traction Company which it is not expressly authorized by this ordinance hereafter to maintain and operate. If it shall hereafter cease to operate over any of its tracks or any portion thereof, it shall remove such unused tracks upon the order of the City Council. Failure to operate cars for the carriage of passengers at least once each way within every hour of each day between the hours of six (6) A. M. and eight (8) P. M. over any part of a street or public place in which tracks of the Company are laid, shall be treated as a cessation of operation of its tracks in such part of street or public place within the meaning of this section, unless such operation is interfered with by unavoidable accidents, labor strikes or litigation brought without connivance of the Company; provided, however, that the foregoing provisions of this section shall not be construed to require or authorize the removal of curves or turn-outs or of connecting tracks specifically authorized by this ordinance or the exhibits hereto to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, or such tracks as may be necessary for a connection with the Company's property used for street railway purposes.

The City shall have the right by ordinance to require the Company to remove any tracks or portions thereof, the further maintenance of which is at any time no longer warranted by the traffic, or reasonably required in the operation of the said street railway system, provided that the Company shall not be required to remove such tracks but may maintain or reconstruct and operate the same during the life of this grant so long as or whenever the City shall permit the construction or operation of any street railways upon the streets or parts of streets respectively from which such tracks have been so required to be removed and in every case of removal of tracks as aforesaid, the Company shall restore the street or public way to the condition of the other portions thereof, all at its own cost, such cost to be treated as an operating expense.

If the Company shall fail within a reasonable time (not to exceed 30 days) to remove any such tracks on order of the Commissioner of Public Works, the said City may remove them, charging the expense thereof to the Company; provided, however, that nothing in this section contained shall relieve the Company from its obligations at all times to render adequate service on its street railways.

RIGHT TO SELL UNNECESSARY PROPERTY.

SECTION 9. The Company shall not hereafter sell, or permit to be sold to others, any of the property now in the possession of, and operated by, the Receivers of the Chicago Union Traction Company or hereafter acquired by said Receivers or

by the Company as an addition to or extension of, or for use in connection with the said street railways, except as the same may become unnecessary or unadapted to the proper operation and maintenance of said street railways under the terms of this ordinance, and before making any such sale the Company shall secure the written approval of such sale and of the amount and terms thereof by the said Board of Supervising Engineers, and such written approval of said Board shall be conclusive of the right of the Company to sell and transfer complete title to the purchaser, who shall not be obliged to look to the application of the proceeds of such sale.

In the event of any such sale made during the period of "Immediate Rehabilitation," the proceeds shall be deducted from the amount allowed to the Company for such reconstruction, and in the event of a sale after such "Immediate Rehabilitation" is completed, the proceeds thereof shall be deposited with the depositary or depositaries selected under the provisions of Section 16 of this ordinance and shall constitute a part of and an addition to the reserve fund provided for in said section for Renewals and Depreciation.

The value of any such property sold after February 1, 1907, and before the acceptance of this ordinance, (not less, however, than the value thereof specified in the appraisal inventory referred to in Section 20 of this ordinance) although the Company may not have made such sale or have received the proceeds thereof, shall be accounted for by the Company as provided in the case of sales made by the Company during the period of "Immediate Rehabilitation," and as if such sales had been made by the Company.

SERVICE REGULATIONS.

SECTION 10. The Company hereby agrees to comply with all reasonable regulations of the service of the said street railway system which may be prescribed from time to time by the City Council of said City and that the approval of any such regulation by the Board of Supervising Engineers shall be binding upon the Company (but not upon the City) as to the reasonableness thereof.

STYLE OF CARS.

All passenger cars operated by the Company shall be used for the carriage of passengers only. All such cars hereafter built or purchased shall be of the best and most approved finish, style and design to be approved by the Board of Supervising Engineers; they shall have center aisles; they shall be without running footboards along the sides, and shall be equipped with sufficient motor capacity. Cross-seats facing forward shall be used, but longitudinal seats each seating not more than four passengers, may be used at the ends of the cars. All closed cars shall be vestibuled, and shall be of the style and description specified and provided in said "Exhibit B," and at least 225 cars of such description shall be acquired by and placed in operation upon the tracks of the Company within one (1) year from the passage of this ordinance, exclusive of delays occasioned by strikes or other causes beyond the control of the Company.

PUSH BUTTONS.

All cars operated by the Company shall be supplied with a sufficient number of electric bells, connections and push buttons to enable passengers without inconvenience to notify the conductor of their desire to leave the car.

FENDERS.

All cars shall be equipped with efficient and serviceable fender devices, head lights and sand-boxes.

BRAKES.

Each double-truck car shall be equipped with two sets of brakes, one of which shall be a hand-brake and the other an efficient power-brake of modern, improved type.

CLEANLINESS AND VENTILATION.

Said cars shall at all times be kept clean and in good repair, and shall be thoroughly ventilated.

HEATING.

The said cars shall be kept heated at the temperature of fifty (50) degrees Fahrenheit, as nearly as practicable, and each car shall contain a standard thermometer appropriately placed to enable passengers to see that this provision is complied with.

LIGHTING.

All cars shall be kept well and sufficiently illuminated by electric light or other illuminants approved by said Board of Supervising Engineers.

SIGNS.

Each car shall bear appropriate and conspicuous signs upon both its sides and ends so placed as to indicate, both day and night, the route and destination of such car. At night such signs shall be illuminated.

ADVERTISEMENTS.

The Company may permit advertisements in its cars, but no advertisement shall be placed upon the outside of any car, and only the space between the top of the windows and the transom of the car shall be used for advertisements on the inside of cars.

FUNERAL CARS AND MAIL CARS.

The Company is hereby authorized and permitted to operate funeral cars, and separate cars for the use of the United States Post Office Department, for the carriage of mail.

SINGLE CARS ONLY.

Every electric car shall be in charge and under the control of two competent men, a motorman and a conductor, and (after the expiration of one year from the date of the passage of this ordinance, or at such earlier time as the Company shall be able to acquire the necessary rolling stock to enable it to abandon trailers) shall be operated singly.

RATES OF FARE.

SECTION 11. The Company, except as to chartered cars to private parties and as in this ordinance provided, shall be entitled to charge passengers, during the term of this ordinance, the following rates of fare, to wit:

For a continuous trip in one general direction, within the *present or future* limits of the City, over its street railways covered by this ordinance and all extensions thereof (whether owned, leased or operated by it) the sum of five cents (5c) for each

passenger twelve years of age or over, and three cents (3c) for each passenger under twelve (12) years of age; provided that children under seven (7) years of age accompanied by a person paying fare shall be permitted to ride free.

UNIVERSAL TRANSFERS.

Every such passenger may demand and upon such demand shall receive from the conductor of the car upon which he first takes passage, or from some authorized agent of the Company, a transfer. Said transfer shall entitle such passenger to ride upon any other line of said street railway system owned, leased or operated by the Company, or any other line of street railway operated by any other *corporation* from which the Company is by this ordinance obligated to accept transfers, which connects with, crosses, intersects or comes within a distance of two hundred (200) feet of the line of said street railway upon which the passenger first took passage and paid his fare. But this obligation shall not apply in the South Division of the City of Chicago north of Twelfth street, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given at all points within said subways where lines of railway of any *such corporation or corporations*, which are required by this ordinance to issue or receive transfers, connect with each other.

The payment of a single fare shall not entitle a passenger to reverse his general direction of travel. If necessary to enable a passenger to reach his destination the conductor or other authorized agent of the Company shall issue without additional charge, a transfer upon a transfer, the same as required upon payment of a cash fare; the intention being that for a single fare the Company shall carry any passenger for a single continuous ride over any of the said lines of street railway owned, operated or leased by it, within the limits of the said City, so long as such ride is in the same general direction, although some of the lines necessary to be used by such passenger in arriving at his destination intersect or cross one another.

In every instance the transfer given to a passenger may designate the point or place of transfer, and the same must be used at such point or place, within a reasonable time, not exceeding fifteen (15) minutes after such point or place is reached by the car from which the passenger is transferred, provided that within said fifteen minutes a car shall pass such point or place of transfer in the direction and upon the route indicated by said transfer; but if no car shall pass such point within said time the passenger shall have the right to take the first available car passing such point in the direction indicated upon the passenger's transfer. A passenger upon any car delayed through the fault, negligence or inability of the Company shall be entitled to receive a transfer to a car upon the nearest line of the Company going in the same general direction as the delayed car.

The Company shall also on its cars accept and honor as fares, transfers issued by any other corporation to passengers upon any line of street railway covered or authorized by the said ordinance to the Chicago City Railway Company, hereinabove referred to as presented for passage in the City Council of said City, concurrently with this ordinance, which connects with any of said lines of the Company, under the same conditions and with like effect as though both lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance.

The Company shall also accept and honor as fares transfers issued by the Chicago General Railway Company at all points where the railway lines of the Company connect with or intersect the lines of said Chicago General Railway Com-

pany, constructed and in operation at the time of the passage of this ordinance, with like effect as though both said lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance; upon condition, however, that said Chicago General Railway Company shall accept and honor at such transfer points, as fares, transfers issued by the Company.

The said proposed arrangement contemplates that in every instance the street railway company accepting any such transfers shall give to the passenger presenting it the same accommodations and the same transfers, if requested, to its other line or lines, as such passenger would be entitled to receive if he had paid a cash fare.

The Company, acting by itself or in conjunction with the other companies to which the provisions of this Section apply, may, with the approval of the said Board of Supervising Engineers, adopt reasonable rules and regulations not inconsistent with the provisions of this ordinance, for the transfer of passengers as provided for herein, and for the prevention of the fraudulent use of transfer privileges. *The purchase or acquisition by the City or its licensee of any street railway or railways of any company other than the Chicago Railways Company shall not affect or impair the obligations of the Company under the provisions of this ordinance with regard to transfers and through routes in connection with, or over the line or lines so purchased or acquired, but the same shall thereafter continue in full force and effect.*

NO PASSES: EMPLOYES, POLICEMEN AND FIREMEN FREE.

SECTION 12. No passes of any kind or description shall be issued or given to any person, and no person, except employes of the Company, policemen and firemen, respectively, in full uniform, shall be permitted to ride upon any street railway without the payment of fare; provided that the Company may issue to its employes free tickets for use while engaged in the performance of their duties, and may permit them to ride free when wearing an official badge of the Company conspicuously in view. The Company shall keep a record of the number of such free tickets and to whom issued.

MAIL CARRIERS.

In the event that the United States Post Office Department shall pay to the Company a sum of money based upon the system of sales of tickets in effect between the Post Office Department and the Company for the use of letter carriers during the year 1906, the said amount of money to be not less than **Ten Thousand, One Hundred, Five Dollars and Sixty-five Cents ($10,105.65)** per annum, with proportionate increase in said amount for any increase in the number of letter carriers employed in the City of Chicago over the number of such carriers so employed in the year 1906, then the Comapny shall carry on its street railways United States letter carriers in full uniform, at all times, without the payment of fare.

THROUGH ROUTES.

SECTION 13. The Company will co-operate with any corporation operating the street railway in Halsted street, from O'Neil street south, to operate a through line of cars in said street. Whenever the said City shall so direct and shall grant to the Company and to any corporation operating a street railway in Western avenue, south of the South Branch of the Chicago River, a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; also, whenever the said

City shall grant to the Company and to any corporation operating a street railway in Kedzie avenue, south of said South Branch, a license or franchise to connect their lines in said avenue, the Company will co-operate with such other corporation to operate a through line of cars in said avenue; and, also, whenever the said City shall grant to the Company and to any corporation operating a street railway in Ashland avenue, south of said South Branch, a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; and said corporations shall thereafter operate and maintain said through lines of cars in the said streets and avenues, respectively; provided, that the Company shall only be required to operate said through lines across or over any river or canal, when the said City or some third party shall provide and maintain a bridge across the same upon which it may operate its cars.

The Company will co-operate with any corporation or corporations operating such of the street railway lines now operated by the Chicago City Railway Company as may be parts of the through routes in this ordinance or in "Exhibit C" referred to, in establishing and maintaining through lines of cars over the street railway lines of the Company and the street railway lines of the Chicago City Railway system entering the South Division of the said City, north of Twelfth street, which shall carry passengers from the North and West Divisions of the said City to the South Division of the said City, or in the reverse directions, through the portion of the South Division of said City north of Twelfth street, for a single fare.

As many cars shall be operated upon said through lines as the traffic shall require and warrant.

The parties now concerned have agreed upon certain through routes which are particularly described in "Exhibit C," which is attached hereto and made a part hereof, with the same force and effect as if herein fully set out.

The Company may establish other through routes from time to time and may discontinue the same, if and when the traffic warrants such establishment or discontinuance; but no through route specifically established by this ordinance and said Exhibit "C" shall be discontinued without the consent of the City Council of said City, and the City may by ordinance at any time require the Company to re-establish any through route and to establish new and additional through routes whenever the traffic warants or requires such establishment or re-establishment; provided, however, that if the Company shall consider that the traffic does not in fact warrant or require the establishment or re-establishment of any through route so required by the City to be established or re-established, then in such case it shall be the duty of the Board of Supervising Engineers, upon demand either of the City or of the Company to furnish the certificate of said Board certifying as to whether or not, in the opinion of said Board, the traffic does warrant or require the establishment or re-establishment of such through route, and such certificate of the Board of Supervising Engineers shall be prima facie evidence as to whether, in fact, the traffic does or does not warrant or require the establishment or re-establishment of such through route; and the obligation of the Company in respect to such routes shall be governed by such certificate pending a judicial determination of its obligations in respect to the establishment or re-establishment of any such through route under this ordinance.

The through routes herein mentioned shall be established and put in operation immediately after the necessary reconstruction of the tracks covered by such routes.

To carry out the establishment of the through lines provided for in this Sec-

tion, the Company will enter into a reasonable operating agreement approved by the said Board of Supervising Engineers, with any other corporation or corporations concerned, whenever required by the said City. If the Company and the corporation or corporations operating the lines of street railway constituting said through routes, or any of them, shall be unable or fail to agree upon terms as between themselves for establishing, maintaining and operating all of said through routes within sixty (60) days after the passage of this ordinance, then and in such case it shall be the duty of the Board of Supervising Engineers to fix and determine the basis and terms, as between said Company and said corporation or corporations, upon which said through routes shall be established, maintained and operated and to notify each of the companies operating the lines of street railway constituting said through routes of said basis and terms, and thereupon it shall be the duty of the Company to proceed forthwith to establish, maintain and operate said through routes upon the basis and terms so fixed and determined by said Board of Supervising Engineers. Said companies may by agreement (with the approval of said Board of Supervising Engineers) modify such basis and terms or they failing to agree, the Board of Supervising Engineers may from time to time modify said basis and terms as to said Board shall seem fit and just.

Passengers upon the through cars operated upon any through routes, while traveling over the tracks of each company shall be entitled to the same facilities as to transfers as such companies shall be required to give to their own passengers paying cash fares.

STREET SPRINKLING AND CLEANING.

SECTION 14. The Company shall sprinkle, sweep, keep clean and free from snow that portion of each of the streets occupied by its right-of-way, as provided in "Exhibit B," and if it shall be found practicable to have the streets occupied by its tracks swept and sprinkled their entire width by the Company, or to have street sweepings, garbage or other refuse removed by means of street cars at night, the Company shall perform said service, or so much thereof as shall prove practicable, when so ordered by the Mayor and Commissioner of Public Works, and it shall receive for such service reasonable compensation. In case the Company is called upon to remove street sweepings or other refuse, the said City shall furnish suitable and convenient dumping grounds and permit the connection of the Company's tracks therewith. The Company shall have the right to carry on suitable cars the snow required by this ordinance to be removed by it, and also, materials for its own use or for the use of the said City, and to connect its tracks and wires with property necessary to be used for such purposes.

STREET PAVING.

SECTION 15. The Company shall at its own expense, fill, grade, pave and keep in repair that portion of the streets occupied by it, as more specifically provided for in said "Exhibit B."

GROOVED RAILS.

All new tracks hereafter laid and all tracks in streets hereafter newly paved or repaved shall be of grooved pattern more particularly described in said "Exhibit B."

MAINTENANCE, REPAIRS, RENEWALS AND DEPRECIATION.

SECTION 16. After the expiration of the three (3) year period of reconstruction

and re-equipment, particularly required by the terms of said "Exhibit B," under the heading of "Immediate Rehabilitation" and until the rights conferred upon the Company by this ordinance are terminated by the purchase of the said street railway system by the said City or its licensee or by reason of the default of the Company or otherwise, the Company at all times while in possession of said system of street railways shall maintain the said system and its entire equipment, plant and appurtenances (including pavement, tunnels and any subways or extensions thereof, together wtih their appurtenances and equipment, which may be built under the provisions of this ordinance) in first class condition, by making from time to time such expenditures thereon for maintenance, repairs and renewals, as may be necessary or appropriate to give to the public first class street railway service in all respects. To this end, the Company shall make the following expenditures:

(1) The Company shall expend for Maintenance and Repairs during each and every year that the Company continues to operate said street railway system after the expiration of the said three (3) year period of "Immediate Rehabilitation," at least a sum equal to six (6) per cent. of the gross receipts for the particular year, and if the said amount is not so expended for the said purpose by the Company during any one year, then at the end of such year the unexpended portion thereof shall be deposited in a fund, appropriately designated, with one or more of the banks or trust companies authorized to act as depositaries of such funds, under the terms and subject to the conditions of this ordinance (herein referred to as the depositary) for the purpose of being used whenever necessary for such Maintenance and Repairs.

The said depositaries or depositary shall make payment out of said fund upon the order of the Company, countersigned by the said Board of Supervising penditures:

(2) On or before the fifth (5th) day of each and every month of each and every year that the Company continues to operate said street railway system after the expiration of said three (3) year period of "Immediate Rehabilitation," the Company shall deposit with one or more of the said depositaries in a separate fund, appropriately designated, a sum equal to eight (8) per cent. of the gross receipts of said street railways and property for the preceding month, which shall constitute a reserve fund, for taking care of Renewals and Depreciation of said street railways and property; and out of the said fund the Board of Supervising Engineers shall from time to time authorize the payment by the Company of such amounts as are necessary to pay for renewals of the said street railways and property, the portion of said fund remaining unexpended to continue in said fund as a provision for the depreciation of said street railways and property and shall be disposed of as hereinafter provided. No payments shall be made by said Company out of said fund, except on the written certificate of the Board of Supervising Engineers, for renewals, which are hereby defined to be the replacement of any principal part of said street railways or of their equipment or appurtenances; and the Board of Supervising Engineers shall determine by classifications made from time to time what particular items of expenditure shall be considered as Renewals and what particular items of expenditure shall be considered as Maintenance and Repairs under the provisions of this ordinance.

The whole or any portion of such reserve fund for Maintenance and Repairs may be used for maintenance and repairs in addition to the annual expenditure for Maintenance and Repairs. The fixing of the said amount herein as the mini-

mum amount to be expended annually for Maintenance and Repairs, and the fixing of the said amount herein as the minimum amount to be deposited for Renewals and Depreciation, shall not be held or considered as lessening or limiting in any way the obligation of the Company to expend whatever sum or sums may be necessary to be expended for Maintenance and Repairs and to expend whatever sum or sums may be necessary for Renewals, to keep the said street railway system and equipment in first class condition in every respect and at all times.

The amounts expended or deposited respectively as reserve funds, under the foregoing provisions of this Section, shall be considered a part of the Operating Expenses of the street railway system hereby authorized, but in the event that the said street railway system shall be purchased by the said City, or its licensee, at any time under the provisions of this ordinance, the amount then on deposit in each of said reserve funds, or due to be deposited therein at the time of such purchase, shall be turned over to and become the property of the said City or of its said licensee.

The obligation herein assumed by the Company as to the maintenance, repairs and renewals of subways and extensions thereof, shall be held to be confined to that portion of any such subways or extensions, together with the structures and the appurtenances and equipment thereof, which may be used by or be subject to the use of, the said Company under the provisions of this ordinance, and to its fair proportionate share of the cost of maintenance, repairs and renewals of that part of any such subway or extensions or the appurtenances or equipment thereof, which may be used by or be subject to the use of the Company jointly with the said City or with the said Chicago City Railway Company, such proportionate amount to be fixed and determined by the Board of Supervising Engineers.

INSURANCE.

SECTION 17. The Company shall at all times keep insured to its full insurable value, in responsible companies, all buildings, cars and other insurable property, against loss by fire, and the premiums for such insurance shall be paid out of the receipts of said Company, as one of the operating expenses thereof, and in case of the destruction or damage by fire of any such property, the Company shall restore the same or its substantial equivalent at its own cost and not out of the receipts of its said street railways, or in lieu of such restoration, the Company shall deposit, as a part of the reserve fund required by the preceding Section 16, the value of the property so destroyed or damaged, which value shall be estimated by the Board of Supervising Engineers. The Company shall apply to any such deposit or to the cost of any such restoration the insurance moneys received on account of any such loss or damage. If such moneys are not equal in amount to the cost of such restoration or to the amount of the said deposit hereinabove required, the Company will at its own cost and not out of the receipts of said street railway system supply any deficit, and if the amount of such insurance moneys is greater than the said cost or deposit, the overplus shall be deposited with and become a part of and be an addition to the fund provided for in the preceding Section 16 for Renewals and Depreciation.

PERSONAL INJURY CLAIMS.

SECTION 18. Out of the gross receipts derived from the operation of the street railway system hereby authorized the Company shall pay as a part of the operating expenses, all damages arising or growing out of injuries to persons or to the property of others incident to the construction, reconstruction or operation

of said street railway system accruing subsequent to January 31st, A. D. 1907, and the Company may set aside as a separate fund such percentage of said gross receipts as the said Board of Supervising Engineers shall estimate to be sufficient to protect the Company against all such claims, to the end that if the said City, or its licensee, shall elect to purchase the street railway property of the Company as provided by this ordinance, there shall be then available to the Company a fund sufficient to meet and discharge all legitimate claims for such damages. The percentage thus reserved may be changed from time to time by said Board of Supervising Engineers if and whenever they shall consider that the percentage theretofore reserved is either inadequate or excessive.

In case the balance of said fund at any time remaining shall be, in the judgment of the Board of Supervising Engineers, more than sufficient to protect the Company against all then unsettled claims, the Company shall pay to the said City fifty-five (55) per cent of the estimated excess, and the Company at the same time shall be entitled to apply to its own use and benefit forty-five (45) per cent of such estimated excess.

If the said City or its licensee shall purchase the property of the Company as in this ordinance provided or in case the Company shall become bound to deliver possession of said system of street railways to the City or any licensee of the City in pursuance of any of the provisions of this ordinance, the Company shall deposit with one or more of the depositaries herein authorized the fund then accumulated under the provisions of this Section, together with such of the "net receipts" of the Company from the operation of its street railways as shall not have been divided between the Company and the City prior to the giving of the notice by the City or its licensee of its intention to purchase or to take possession of said system of street railways, and the Company shall assume and pay and save the said City or such licensee harmless from all such claims for damages, payment for the same to be made out of the fund so deposited upon the order of the Company countersigned by the said Board of Supervising Engineers; but if the fund so retained and deposited shall be more than sufficient to pay and discharge said claims in full, then the said depositary or depositaries shall pay to the said City (or its licensee, as the case may be) fifty-five (55) per cent of such excess and to the Company forty-five (45) per cent of such excess. If after taking posession of said system of street railways, the City or its licensee shall become bound by any of provisions of this ordinance to restore such possession to the Company, the depositary or depositaries holding such fund shall deliver the same to the custody of the Company to be thereafter held and dealt with as though the Company's possession had not been interrupted.

The salaries and expenses of the Board of Supervising Engineers after any such purchase and so long as said Board shall continue to act under the provisions of this ordinance shall be paid out of the fund deposited under the provisions of this section.

REGULATION OF SALARIES.

SECTION 19. The Company may pay to the directors, officers, agents and attorneys of the Company as a part of the operating expenses, compensation for their services commensurate with the service actually rendered by them respectively, taking into consideration the compensation paid to directors, officers, agents and attorneys of other corporations or enterprises of similar magnitude and general character for like services, but the said City by written notice thereof may object to the payment thereafter of compensation in excess of an amount or rate specified

in such objection to any such director, officer, agent or attorney, and in the event of a disagreement between the Company and the said City as to the proper amount to be paid as such compensation, the matter shall be submitted to the judgment of the said Board of Supervising Engineers whose decision shall be final and binding upon the parties, except that, if either party shall be dissatisfied with such decision of said Board, then such dissatisfied party may make application to any court of competent jurisdiction to pass upon such objection and to determine the amount of the compensation or salary to be paid.

RIGHT OF CITY TO PURCHASE AT ANY TIME.

SECTION 20. The Company by the acceptance of this ordinance, shall and does grant to the said City, and the said City hereby reserves to itself the right, upon the first day of February or upon the first day of August of each and any year after such acceptance upon giving at least six (6) months' previous notice in writing of its intention so to do, to purchase and take over (but only for municipal operation in case of purchase prior to February 1, A. D. 1927), the entire street railway system of the Company within the said City, including all property then existing which now constitutes the said street railway system in the possession of and operated by the Receivers of the Chicago Union Traction Company, with all renewals and repairs thereof, and including all the property, franchises, rights and claims described in the appraisal inventory of said street railway system as of June 30, 1906, made by Bion J. Arnold, Mortimer E. Cooley and A. B. duPont, a copy of which has been filed with the Comptroller of the said City, on the *fourth* day of *February*, A. D. 1907, except such as may have been sold as authorized by this ordinance, or destroyed or impaired (ordinary wear excepted), and all property then existing which has been purchased or acquired by the Company or by said Receivers, after June 30, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this Section and in Section 7 hereof provided, and also all extensions of and additions to said street railways made under the provisions of this ordinance (including tunnels and underground trolleys, if any), and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance.

PRICE TO BE PAID BY CITY.

In case the said City shall purchase and take over the street railway system of the Company, as in this ordinance provided, then it shall pay for the same the aggregate of the following items:

1. The value of the property described in said appraisal inventory and the value of all the franchises, rights and claims of every description, to construct, maintain or operate street railways and tunnels in the said City now belonging to or claimed by the Chicago West Division Railway Company, the West Chicago Street Railroad Company, the West Chicago Street Railroad Tunnel Company, the Chicago Passenger Railway Company, the North Chicago City Railway Company, the North Chicago Street Railroad Company, the Chicago Union Traction Company, or any of them, or by the Receivers of any of them, or by any person or corporation claiming under or through any of them (excepting the rights and claims of the Chicago Consolidated Traction Company, hereinafter referred to), which said value of such property and all of said franchises, rights and claims is hereby fixed

(for the purpose of such purchase) at the sum of Twenty-nine Million Dollars ($29,000,000).

2. The value of any and all property and equipment and additions thereto supplied, purchased or acquired by the Receivers of the Chicago Union Traction Company as a part of said street railway system, including tunnel reconstruction between the 30th day of June, A. D. 1906, and February 1st, A. D. 1907, including any equipment and additions threto which were in process on June 30th, 1906, of being so supplied, purchased or acquired, but excluding any property described in the aforesaid inventory, and repairs to and maintenance thereof and any expenditures in connection therewith properly chargeable to operating expenses. From such value shall be deducted the value of any property included in said inventory which shall have been destroyed or impaired (ordinary wear excepted) after the 30th day of June, A. D. 1906, and prior to the 1st day of February, A. D. 1907. The value to be allowed under this paragraph Number 2 of this Section shall be determined by the Board of Supervising Engineers immediately after the assumption by said Board of their duties in supervising the work of reconstruction and re-equipment in this ordinance provided for, and shall be reported by said Board to the City Comptroller of said City; and the amount so reported by said Board shall be final and binding upon the parties hereto and shall be conclusively held and taken as the value of the property and equipment in this paragraph specified.

If, at the time appointed for the consummation of such purchase by the City, the title of the Company shall not be complete and free from any lien or encumbrance (other than such as are herein expressly authorized to be created), that portion of the purchase price specified in subdivisions 1 and 2 of this Section, or so much thereof as the City in its absolute discretion shall deem necessary to be reserved as security, shall be deposited with one or more of the depositaries appointed in accordance with this ordinance, in trust to secure the performance by the Company of its obligations expressed in *this ordinance* to perfect the title to said street railway system and to provide moneys sufficient to enable the City to perfect such title and to remove liens and encumbrances therefrom, and to indemnify the City against the expenses of such proceedings. The moneys so deposited shall be paid out from time to time by the depositary or depositaries upon the order of the City or the Company for any of the purposes aforesaid, or to reimburse the City or the Company for expenditures made for the purposes aforesaid, or any of them. The certificate of the Mayor of said City or a certified copy of a resolution of the Board of Directors of the Company may be accepted by any such depositary as conclusive evidence of the facts therein stated to warrant any such payment, and shall constitute full authority and protection to such depositary. Provided, that the City shall have the right to designate by ordinance an officer or agent of the City without whose approval no such payment shall be made.

3. The cost of reconstruction and re-equipment of said street railway lines of the Company and of the construction of new lines, extensions, underground trolleys, tunnel re-construction, and other additions to property actually paid by said Company at and prior to said purchase by said City and certified by the Board of Supervising Engineers, or incurred for work actually done or materials furnished with the approval of said Board under completed or pending contracts except those for which special provision is made in subdivision 4 of this Section, together with the percentages thereon as in Section 7 hereof provided, and all amounts which shall then have been contributed by the Company to the City for the construction

of subways or extensions thereof, together with five (5) per cent of said last named amounts as hereinbefore provided. Provided that the City may at its option, to be declared by ordinance, either pay or deposit in cash to the order of the Company the portion of the purchase price specified in this subdivision (3) as in this Section provided, or in lieu thereof take over the property purchased by it subject to whatever lien may then exist under and in accordance with the provisions of Section 7 of this ordinance for the security of the bonds or obligations thereby authorized and for the security of the Company in respect of such part of said portion of the purchase price so certified as may not be represented by such bonds or obligations. *As against the City and any licensee of the City and any and all other persons having or claiming to have any interest or benefit under this ordinance, the lien securing said bonds and obligations shall at all times be deemed and recognized to be a first lien upon the entire street railway system hereby authorized, including all rights granted to the Company by this ordinance.* The City shall have the right, if it elects to take subject to such lien to acquire any or all of the bonds and obligations thereby secured from the holders thereof on any day appointed for the payment of interest, by publishing notice of its intention to do so in like manner as shall be provided in the mortgage or deed of trust mentioned in Section 7 of this ordinance, in case of the exercise by the Company of the right of redemption and by depositing with the trustee or depositary designated in said bonds or in the mortgage or deed of trust securing the same, as in case of redemption, prior to the day specified in such notice, a sum equal to the principal amount of all the said bonds and obligations designated in such notice with interest to said day and, such publication having been completed and such deposit made, said bonds and obligations so designated shall not after the day specified in such notice nor shall any of them be entitled to the benefit or security of any lien upon the system of street railways hereby authorized except and until the said bonds or obligations shall respectively be surrendered to the trustee or depositary specified in said notice, upon payment of an amount equal to the principal thereof and the accrued interest thereon to the date specified in such notice, and such bonds or obligations shall thereafter be held by such trustee or depositary for the account of the City and delivered to or upon the order of the City. If less than the whole number of said bonds and obligations outstanding are to be acquired at any time by the City, the particular bonds or obligations to be so acquired shall be selected by lot in the manner to be provided in said mortgage or deed of trust, with respect to the selection of bonds or obligations for redemption. Such bonds or obligations when so acquired, shall have equal force and validity and be equally secured by lien upon said system of street railways as when in the hands of the original holders.

4. After the giving of the notice of the election of the said City to purchase said street railway system of the Company, as herein provided, and prior to the date fixed for said purchase, the said Board of Supervising Engineers shall make a written estimate (and furnish a copy therof to the said Company and the said City) of the probable cost of completing any work of construction or equipment provided for by this ordinance, including the construction of new lines, extensions, underground trolleys, tunnel re-construction, or other additions to property and including any extensions of the street railway system of said Company made under the provisions of Section 38 hereof, which work has, and to the extent to which it has, prior to the date of giving said notice, been contracted for by said Company, with the approval of said Board of Supervising Engineers, and (except

in the case of the improvement of property as to which the title of the Company is defective, in which case the City may, however, at its option, act hereunder as though such title were not defective without thereby waiving any defect) the said City shall either take over and assume said contracts and procure the release of the Company from all obligation thereunder, or the said City shall, at or prior to the date of the said purchase of the street railway system of said Company, deposit with a depositary or depositaries (authorized to act as such by this ordinance) a sufficient amount of money to pay the cost of completing such contracts according to the said estimate of the said Board of Supervising Engineers, and the said Company shall proceed, with all due diligence and care, to complete said contracts at its own expense and under the supervision of said Board of Supervising Engineers, and the cost of completing the said contracts after the date of such purchase by the City, together with the said additional percentages thereof, shall be paid from time to time by the said depositary or depositaries out of the funds so deposited, upon the written certificates of the said Board of Supervising Engineers. In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose, and in the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the City by the said depositary or depositaries holding the same, and in no event shall the Company be obligated to incur a greater expense in carrying out said contract than the amount so deposited, and in no event shall there be paid to the Company or upon its order out of the amount so deposited any sum in excess of the actual cost to it of completing such contract or contracts, exclusive of said additional percentages, until full performance of its obligations to perfect the title to said street railway system purchased by the City if incomplete and to provide the City with any moneys necessary to enable the City to perfect such title, if incomplete, and to remove liens and encumbrances therefrom, if any, (other than such as are expressly authorized by Section 7 of this ordinance to be created) and to indemnify the City against the expense of such proceedings as may be necessary for any or all the purposes above specified.

PAYMENT OR DEPOSIT OF PURCHASE PRICE.

Upon the deposit of the sum, if any, required by the above and foregoing paragraph numbered 4 of this Section and the payment to the Company, or the deposit in accordance with the foregoing provisions, in cash of the amounts hereinbefore in paragraphs numbered 1, 2 and 3 of this Section provided for (subject however, to the right of the City to take title subject to certain liens and obligations as in this ordinance provided),—*but the City, in lieu of paying direct to the Company any of the amounts payable to the Company, may deposit the same* to the order of the Company with one or more of the depositaries authorized to act as such by this ordinance—the said City shall have full right and lawful authority, after the notice and upon any of the dates hereinbefore fixed, to take over and possess, as its own property, all the property, plant and equipment of every sort and nature (including tunnels and underground trolleys), then constituting the street railway system of the Company, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance free and clear of all liens and claims of every nature, other than those, *if any*, recognized and used by the City in reduction of the purchase price; except that

the said City shall take subject to the payment of a fractional part of the unpaid taxes for the current year upon the said property, rights and equipment, equal to the fractional part of the year for which such taxes have been levied or assessed remaining unexpired at the date of such purchase, and the balance of the taxes shall be treated and paid as a part of the operating expenses prior to the sale of the property.

The property to the possession of which the said City shall then be entitled shall include all of the property then existing which now constitutes the said street railway system with its appurtenances in the possession of or maintained or operated by the Receivers of the Chicago Union Traction Company, including all the property, franchises, rights and claims described in said appraisal inventory and all of the property purchased or acquired by the Company or by said Receivers after June 30, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this section and in Section 7 hereof provided, and all extensions of, or additions to, said street railways, including tunnels and underground trolleys constructed under the provisions of this ordinance, and all rights of the said Company in or to any subways or extensions thereof constructed under this ordinance, and the sums then on deposit as a reserve fund, under the provisions of Section 16 of this ordinance (excepting such property as may have been sold as in this ordinance authorized, or worn out or destroyed: Provided, that in case of property destroyed and not then replaced in kind or in value as provided in Section 17 of this ordinance, adjustment shall forthwith be made at the time of such purchase and the obligation of the Company in that behalf discharged, either in cash or by deduction from the purchase price).

The Company further grants to the said City, and the said City hereby reserves to itself the right (in addition to the right of purchase hereinbefore granted and reserved) to purchase and take over from the Company at any time prior to February 1st, A. D. 1927, the street railway system, rights and property of the Company, free from any limitation and restriction as to the operation thereof, at the same times and in the same manner at and upon which the City has the right under the foregoing provisions of this section to purchase the same. The price to be paid therefor by the City under the right of purchase in this clause granted and reserved shall be the price at which the City shall then have the right to purchase said property for municipal operation as hereinbefore specified, and in addition to such price a sum equal to twenty (20) per cent. of such price.

In the event that it shall be determined that the City is, at the time this ordinance is passed or at the time this ordinance takes effect without lawful power or authority to acquire or own street railways under the provisions of this ordinance or otherwise, and the City shall thereafter acquire such power or authority, thereupon and after such acquirement the City shall have the right to purchase and acquire said street railways, rights and property under the provisions of this ordinance to the same extent and in the same measure as if said City had full right and lawful authority so to purchase or acquire said street railways, rights and property at the date of the passage of this ordinance and at the date when this ordinance takes effect.

CITY PURCHASE DURING RECONSTRUCTION PERIOD.

SECTION 21. In the event that the said City shall elect to exercise its right of purchase, as in this ordinance provided, at any time prior to the completion of the

work of construction, reconstruction, equipment and re-equipment within the time and in the manner provided for in said "Exhibit B," under the head of "Immediate Rehabilitation" it shall take over the same subject to the right and obligation of the Company to complete the said work of "Immediate Rehabilitation" as provided in this ordinance, carrying out the terms and conditions of said "Exhibit B" under the supervision and control of the said Board of Supervising Engineers and receiving therefor the cost thereof and the additional percentages thereon as in Section 7 of this ordinance provided.

In such event, in addition to complying with the provisions of Section 20 of this ordinance, the said City shall deposit at the time of such purchase with some one or more of the banks or trust companies authorized to act as depositaries under the terms of this ordinance a sufficient amount of money to pay for the completion of the said work of "Immediate Rehabilitation," not herein otherwise provided, for which said amount shall be estimated and determined by the said Board of Supervising Engineers, and shall include said additional percentages provided for in Section 7 hereof.

The said cost of completing the said work of "Immediate Rehabilitation," together with said additional percentages thereof shall be paid from time to time by the said depositary or depositaries, out of the funds so deposited with it or them, upon the written certificates of the said Board of Supervising Engineers.

In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose.

In the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the said City by the said depositary or depositaries, and in no event shall the Company be obligated to incur a greater expense for the work of such construction, reconstruction, equipment and re-equipment, including underground trolleys, tunnel reconstruction and other additions to plant and property, if any, than the amount so deposited, and in no event shall there be paid to the Company, or upon its order, out of the amount so deposited, any sum in excess of the actual cost to it of completing such work, exclusive of said additional percentages, until full performance of its obligations to perfect the title to said street railway system, if the same be incomplete, and to provide the City wth moneys sufficient to enable the City to perfect such title, if incomplete, and to remove liens and encumbrances therefrom, if any, and to indemnify the City against the expense of such proceedings as may be necessary for any or all the purposes above specified.

RIGHT OF LICENSEE TO PURCHASE.

SECTION 22. The Company by the acceptance of this ordinance shall and does grant to the City, and the City hereby reserves to itself, the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City (herein called the "licensee") who or which shall have the right to purchase the street railway system, rights and property of the Company, at the same times and in the same manner at and upon which the City hereunder has the right to purchase the same, subject to the condition that the said licensee shall purchase the same property which the City has herein reserved the right to purchase, and that the price to be paid therefor by the said licensee shall be the price at which the City shall have the right to purchase said property, for municipal operation,

and in addition to such price a sum equal to twenty (20) per cent. of such price; but it is expressly provided, however, that the said licensee shall not be required to pay the said additional twenty (20) per cent. or any part thereof, if, before the purchase of said property by such licensee shall be consummated, a valid and binding contract shall be entered into between the City and its licensee, either by the passage of an ordinance and the acceptance thereof or otherwise, which shall limit the beneficial interest of the said licensee and its stockholders, if such licensee is a corporation, in the property purchased and any improvements thereof or additions thereto to a return of the actual moneys invested therein by said licensee and not exceeding five (5) per cent. thereof, in addition thereto, and interest upon the said moneys and the said additional per cent. at a rate not exceeding five (5) per cent. per annum, and which shall provide that all net profits derived from the said property in excess of the beneficial interest of said licensee, limited as aforesaid, shall belong and be paid over to the City.

Nothing in this ordinance, however, shall have the effect or be construed to have the effect of lessening or limiting the right of the City to provide for reducing the rates of fare to be charged by such licensee in the operation of said street railway system or from using the moneys so to be paid over to the said City by said licensee for the purpose of retiring from time to time the stock or other securities issued by said licensee, subject to the limitations of this Section, or from using the said moneys in extending or adding to or improving said street railway system.

The licensee of the City shall have the same option which it is provided in Section 20 of this ordinance that the City shall have to take the said property subject to whatever lien may then have been created under and in accordance with the provisions of Section 7 of this ordinance, with a like right to acquire the bonds or obligations secured by such lien from the holders thereof on the same terms and in the same manner set forth in said Section 20.

If, at the time appointed for the consummation of such purchase by the City's licensee, the title of the Company shall not be complete and free from lien or encumbrance (other than such as are herein expressly authorized to be created), all the provisions of the foregoing Section 20, with respect to the deposit of a portion of the purchase price as security, shall be applicable; and the City shall have the same powers and rights in respect to perfecting the title of its licensee and removing liens and encumbrances therefrom, as are herein granted or reserved for the perfecting of the City's title in case it purchases for its own account; and the Company shall be subject to the same obligations, both in respect to furnishing moneys and in respect to the application of stocks, securities and evidences of indebtedness acquired, controlled or held by it, for the purpose of perfecting the title of the City's licensee and freeing the same from liens and encumbrances, as are provided in the foregoing Section 20, if the City were the purchaser.

The additional percentage, if any required to be paid by this Section as an addition to the purchase price shall, in the event above specified, be deposited as additional security to that in subdivision 2 of said Section 20 provided, and shall become a part of the fund required by said Section to be held in trust for the purposes and subject to the powers therein specified.

The right of the licensee of the City to acquire the said street railway system, rights and property by purchase under the provisions of this ordinance shall in no way be impaired by any lack of power or authority on the part of the City itself to acquire the said street railway system, rights and property for municipal use and operation or otherwise.

Upon the purchase of the said street railway system, rights and property under the provisions of this ordinance, either by the City or by any licensee of the City, all rights of the Company, its licensees or assigns under this ordinance in or to said street railways, rights and property or any part thereof, or the operation thereof, or the proceeds or receipts thereof, shall wholly cease and determine.

RIGHTS OF COMPANY IN CASE CITY DOES NOT PURCHASE FOR TWENTY YEARS.

SECTION 23. In the event that the said street railways are not purchased by the said City or its licensee as hereinabove authorized, prior to February 1, A. D. 1927, (and nothing in this ordinance contained shall be construed as being in any event a grant to the Company extending beyond February 1, A. D. 1927), the said City shall have the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City as its licensee, to purchase the said street railways, property and rights of the Company at or after February 1, A. D. 1927, upon the same terms that the City could then purchase, and in case such reserved right of purchase be not exercised by the said City or its licensee and the City shall grant a right to another company to operate a street railway in the streets and parts of streets constituting the said street railway system of the Company, such new company shall be required to and shall purchase and take over the said street railways, property and rights of the Company at or after February 1, A. D. 1927, upon the same terms upon which the said City might then purchase and take them over.

RELATIONS WITH CHICAGO CONSOLIDATED TRACTION COMPANY.

Section 24. The Company shall forthwith upon the acceptance of this ordinance secure, at its own cost and not out of the receipts of said street railways, and shall during the life of this grant in like manner maintain the right and privilege to the Company and to the City, and for the benefit of the public, of using all and any of the street railway lines and tracks forming part of the through routes, or any of them, mentioned and described in Exhibit "C," so far as such routes involve the use of the lines and tracks of the Chicago Consolidated Traction Company and, in case of the establishment of new through routes, as in this ordinance provided, which shall be laid out in part over the lines and tracks of said Chicago Consolidated Traction Company, the Company shall secure the right and privilege of using such lines and tracks covered by said new through routes.

The Company may, in its discretion, permit the Chicago Consolidated Traction Company, its successors and assigns, to make such use of the lines of railway hereby authorized as the so-called operating agreement, dated December 1st, 1899, between the Chicago Union Traction Company, of the first part, and the Chicago Consolidated Traction Company, of the second part, as modified by the agreement between the same parties dated June 9, 1900, (certified copies of both of which agreements have been filed with the Comptroller of said City), purports to permit and authorize: Provided, that as one of the considerations for the passage of this ordinance the Company agrees that it will at any time during the life of this grant within six months after being required to do so by ordinance of the said City, procure cancellation and termination of any or all of the agreements which affect or by their terms purport to affect in any manner the right of operation or maintenance of any of the lines of street railway the

right to maintain or operate which is granted by this ordinance to the Company, and to which said agreements the Chicago Consolidated Traction Company or any of the corporations, from or through which the said Chicago Consolidated Traction Company has derived any of its property or rights within the corporate limits of the City of Chicago, is a party.

The Company agrees that it will at all times pay or cause to be paid to the City and save the City harmless against the loss or damage if any which may arise to the City by reason of any diminution of the net receipts payable to the City under the provisions of Section 25 of this ordinance occasioned by the said agreements or any of them remaining in effect or by reason of the operation of the street railways under the terms of such agreements or any other operating agreements to which the City has not consented. The amount of such loss, damage or diminution shall be determined annually by the Board of Supervising Engineers, and such loss, damage, or diminution shall be paid over to the City by the Company at the time of and in connection with the annual accounting and division of the net receipts provided for under Section 25 of this ordinance. It is agreed, however, that in determining the amount of loss, damage or diminution the said Board shall take into consideration the value of such use of any lines of railway of the Chicago Consolidated Traction Company as has been enjoyed by the Company for the period of such accounting.

The Company covenants as part of the consideration for the grant of the rights and privileges conferred by this ordinance that it will at all times during the life of this grant secure to passengers the same right of transfer between the lines of the Company and the connecting lines of the Chicago Consolidated Traction Company for continuous travel in one general direction for a single fare within the limits of the City of Chicago as if the said lines of the Company and the said lines of the Chicago Consolidated Traction Company were owned and operated by the Company under the provisions of this ordinance. But this obligation shall cease as to any particular line of said Chicago Consolidated Traction Company upon the expiration of the right of said Company to operate said line under ordinances heretofore passed unless such right be continued in force by proper ordinance.

The Company shall have the right from time to time to make reasonable rules and regulations (approved by the Board of Supervising Engineers) with respect to the transfer of passengers between the lines of street railway operated by it under this ordinance and the connecting lines of the Chicago Consolidated Traction Company, which rules and regulations shall, however, be at all times subject to modification by the City Council of the City of Chicago.

In case the Company shall make default in respect to any of the provisions of this section and any such default shall be established by the judgment or decree of a court of competent jurisdiction, then and thereupon all rights of the Company hereunder shall cease and determine and the Company will on demand, forthwith surrender to the City or to any licensee of the City, possession of the railways and other property described in Section 20 of this ordinance then in its possession, together with all right, title and interest of the Company in said railways and property and any and all funds then on deposit with any of the depositaries under the provisions of Section 16 of this ordinance and the City or its said licensee (or any assignee of said licensee) shall take over and thereafter operate the same subject to the obligation and upon the condition that it shall pay to the Company or upon its order, out of the receipts from the operation of said railways, 5 per cent. per annum in equal semi-annual installments upon an amount equal to the

sum which the City would have had to pay as the purchase price of said property for municipal operation if it had then taken possession thereof as the purchaser under the provisions of Section 20 of this ordinance and with the right to retain to its own use all of the remaining net receipts derived from the operation of the said railways. The fund required to be deposited under the provisions of said Section 18 shall be disposed of by the depositary or depositaries under the provisions of said section as if the City or its licensee had purchased the said street railways and property at the time the said City or its licensee took possession of said street railways and property under the provisions of this section.

If at any time after the City or its licensee shall have taken possession as aforesaid and before the first day of February, A. D. 1927, the City shall elect to purchase the said street railway system as provided in Section 20 of this ordinance, or to cause the same to be purchased by its licensee, then the City or such licensee shall consummate said purchase in like manner as if it had not taken possession pursuant to the provisions of this section. In case the City shall not so elect, by giving notice on or before August 1st, A. D. 1926, as in Section 20 of this ordinance provided, then and in such event the City or its licensee shall at least sixty (60) days before the first day of February, A. D. 1927, *provided the Company shall then have performed its obligations under subdivision (d) of Section 1 of this ordinance*, restore to the Company possession of said system of railways and property so taken from the Company, in its then condition, including all property substituted for property worn out or destroyed, which railways and property shall thereafter be held and enjoyed by the Company under the terms of this ordinance in like manner as if the same had not been surrendered to the possession of the City or its licensee pursuant to the provisions hereof.

The Company further agrees that, in case of purchase by the City, or its licensee, as in this ordinance provided, it will, at the option of the City, or of such licensee, cause its system of street railways hereby authorized to be conveyed to said City, or its licensee, free and clear of any rights or privileges on the part of the Chicago Consolidated Traction Company, its successors and assigns, or any other person or corporation, to use or enjoy any part of said street railway property so conveyed under any operating agreement, or otherwise; or, if the City, or its licensee, shall so elect, it will cause said above mentioned street railway property to be conveyed to said City, or its licensee, subject to any operating agreement then in force which the City or its licensee may elect to have continued in force.

Until the City, or its licensee, shall elect to have said property transferred, free and clear of any rights and privileges on the part of the Chicago Consolidated Traction Company, its successors or assigns, and shall give notice of such election in writing to the Company, the existence of such rights and privileges, to the extent specified in any operating agreement, the cancellation or termination of which has not been required by the City as aforesaid, shall not be deemed a lien or encumbrance upon the property of the Company, or a defect in its title, within the meaning of any section of this ordinance.

Nothing in this ordinance shall be construed to permit the Company to pay or in any manner obligate itself to pay or cause to be paid out of *any portion of* the receipts of the street railway system hereby authorized *other than the forty-five per cent (45%) of the net receipts authorized in Section 25 of this ordinance to be retained by the Company so long as the Company shall be entitled to retain the same under the provisions of this ordinance* any of the indebtedness, either prin-

cipal or interest, of said Chicago Consolidated Traction Company, its successors or assigns; or any of the operating expenses of said Chicago Consolidated Traction Company, its successors or assigns.

INTEREST RETURN ON CAPITAL INVESTMENT.

Section 25. On and before the *10th* day of April in each year the Company shall come to an accounting and settlement with the said City as of the thirty-first day of January last preceding, upon the following basis:

From the gross receipts of the said street railway system and property from all sources and of every kind for the year ending on said thirty-first day of January there shall be deducted for such year:

First: (1) All expenses of operation, including maintenance, repairs and renewals; (2) All amounts contributed during said year and then held in reserve under the provisions of Sections 16 and 18 hereof; (3) All amounts paid out for taxes and assessments levied or imposed upon the real and personal property of the Company, including all capital stock or franchise taxes levied or assessed after the year 1906, but not including any taxes which may by any court be ordered to be levied, assessed or collected after the year 1906 on account of the failure of the Company or any person, firm or corporation owning or having an interest in the said street railways or property, to pay any taxes which should have been paid for or on account of such street railways or property prior to the year 1907, and not including any sums paid by the Company to the City for City license fees, if any, exacted from the Company or its employes; (4) all salaries and expenses of the Board of Supervising Engineers by this ordinance authorized, after the period of "Immediate Rehabilitation"; and

Second: a sum equivalent to five (5) per centum per annum for said preceding year upon the amount of the cash purchase price which the said City would then be obligated to pay on account of the items specified in subdivisions 1, 2 and 3 of Section 20 hereof, if it were purchasing the property for municipal operation on such thirty-first day of January, interest being adjusted as to items added to such purchase price during said year. In case in any year the gross receipts shall not be sufficient to pay in full the items in the "first" and "second" paragraphs of this Section mentioned, then the deficit shall be paid out of the gross receipts of the subsequent year or years.

In case at any time the property of the Company, or any part thereof, shall be subject to any lien or encumbrance, securing an indebtedness, upon which an interest charge is accruing, and which is not subordinate to the right of the City to purchase said street railway system, or cause the same to be purchased by its licensee as in this ordinance provided then and in that case at each yearly accounting a sum equal to the amount of such interest charge accrued for such year, not represented by bonds or evidences of indebtedness held by the Company, or by coupons appertaining thereto and held by the Company, shall be set aside out of said sum of five per centum, and deposited with one or more of the depositaries appointed in accordance with this ordinance, to be held in trust for the protection of the City against such interest charge and to be paid out for such protection upon the order of the Company in its discretion. Any surplus of said fund above the amount of such interest charge at any time outstanding, shall be paid to the Company. Provided, that if the City shall take possession of said system of street railways by reason of the default of the Company in respect to the obligation expressed in subdivision (d) of Section 1 of this

ordinance, then and thereafter such fund shall be subject to the sole control of the City, to be disbursed and applied in like manner as the net receipts which in that event are provided to be held in trust for the purpose of perfecting the title. Nothing herein contained shall be construed to create or recognize any right or interest in said fund in favor of the holder of any such lien or encumbrance or of any obligation thereby secured.

DIVISION OF REMAINING NET RECEIPTS.

After the deduction from the gross receipts of the items hereinbefore in this Section provided, the amount remaining shall be considered as the net receipts for such year arising from the operation of the street railway system hereby authorized, and shall be divided between the Company and the said City in the following proportions: forty-five (45) per cent. to be retained by the Company and fifty-five (55) per cent. to be paid forthwith by the Company to the said City, crediting thereon all amounts paid out during the preceding year by the Company for license fees, if any, exacted from the Company or its employes.

COMMUTATION OF FARES.

It is understood and agreed that the Company's agreement and obligation to pay the the City the fifty-five (55) per cent. of the "net receipts," as hereinbefore provided is based upon its right to charge and receive the fares prescribed in Section 11 hereof and to retain as its own the forty-five (45) per cent. of the "net receipts" as is hereinabove in this Section provided. The said City, however, reserves the right to, and it may at any time commute a sum not exceeding the City's share of the net receipts for the previous year into a reduction of said rates of fare; and thereafter in the event of such reduction of rates of fare the Company may deduct and retain as its share of the net receipts each year an amount equal to what would have been the Company's share of the net receipts of such year had the passengers carried during such year paid the fares prescribed in this ordinance, but the Company, after deducting and retaining its share of said net receipts so determined, shall pay over to the said City the remainder, if any, of the net receipts for such year less the deductions therefrom hereinbefore provided to be made from the said City's share of the "net receipts" on account of license fees.

CITY TO ESTABLISH SINKING FUND FOR MUNICIPAL PURCHASE.

It is further provided that, subject to the action of the City Council of said City, the said City shall deposit the amount so paid to the said City to the credit of a separate fund to be kept and used for the purchase and construction of street railways by said City; but any failure to comply with this provision shall in no way effect the rights or obligations of the Company under this ordinance.

COMPANY'S RIGHT TO NET RECEIPTS TO BE SUSPENDED IN CERTAIN CONTINGENCIES.

If, at any time, the Company shall be in default with respect to the obligation expressed in subdivision (d) of Section 1 of this ordinance in regard to perfecting title to its property and removing liens and encumbrances therefrom, the Company shall, upon demand, surrender to the City possession of its entire street railway system and the City may enter into possession thereof and of each and every part thereof, maintaining, operating, improving or extending the same, and keeping up the funds described in Sections 16 and 18 of this ordinance, in all respects as the Company might do, and as the Company would be obliged to do, if in possession under the provisions of this ordinance, until the obligation of the Company under said sub-division (d) of Section 1 of this ordinance shall be completely

performed, or until the City shall purchase said property, or cause the same to be purchased by its licensee, as in this ordinance provided. Until the happening of one of the events last mentioned, if the City in its absolute discretion shall so elect by notice in writing delivered to the Company, the continuance of the Company in possession shall be subject to the obligation of applying its net receipts as hereinafter in this Section provided until the City elects to take possession as in this paragraph provided.

If, in the event of such default, the City elects to take possession of said property, the Company shall be bound to provide funds sufficient to fulfill all its obligations in respect of extensions, improvements, reconstruction, equipment, re-equipment, and additions to said system of street railways and the contribution of moneys toward the cost of subways and extensions thereof, as though its possession of said system of street railways had not been interrupted.

Whether in case of such default the City elects to take possession or to leave the Company in possession, in either event the receipts of said system of street railways shall be applied as hereinbefore in this Section provided, except that the proportion of net receipts which by this Section the Company is authorized to retain for its own use and benefit shall be paid over to a depositary as in this Section provided, to be, by such depositary, applied in accordance with the provisions of this ordinance next hereinafter set forth to remove any defect of title or any lien or encumbrance, other than such as are herein expressly authorized to be created, which may exist with respect to said system of street railways.

To the extent that the City shall proceed to exercise the powers, or any of them, mentioned in subdivision (c) of Section 1 of this ordinance, said moneys shall be paid out by the depositary upon the certificate of the Mayor of the City and upon the order of such disbursing officer or agent as the City may designate, to provide funds with which to pay the purchase-price of property acquired by the City pursuant to said subdivision, or to indemnify the City for expenses incurred in the exercise, or attempted exercise, of its powers, as in said subdivision provided. In the event that the City shall elect to leave the Company in possession of said property as aforesaid, the City shall have the additional right to require the depositary, upon like certificate and order, to pay out said moneys for any or all the purposes aforesaid in the absolute discretion of the City, irrespective of the limitations contained in said subdivision (c) of Section 1 of this ordinance. Such certificate of the Mayor shall be conclusive evidence to the depositary of the facts therein stated.

The depositary may also pay out said moneys upon the order of the Company for the acquisition or extinguishment of any outstanding title, estate, interest, lien, encumbrance, claim or demand, constituting a defect of title of the Company's property, but no such payment shall be made on the order of the Company without twenty (20) days' previous notice in writing to the City Comptroller of said City, which notice shall specify the particular title, estate, interest, lien, encumbrance, claim or demand to be acquired or extinguished, and the name of the holder or holders thereof, to whom payment is proposed to be made and the amount of such payment. A certified copy of a resolution of the board of directors of the Company, requesting such payment and stating the facts claimed to justify the same, shall be conclusive evidence to the depositary of the facts so stated, in the absence of notice of objection by the City, as next hereinafter provided. If, within said period of twenty (20) days, the City, by notice in writing delivered to the depositary, shall object to such proposed payment and shall agree to waive any default, or sup-

posed default, by reason of the existence of such alleged title, estate, interest, lien, encumbrance, claim or demand, and to take title or cause its licensee to take title to said system of street railways subject thereto in the event of purchase by the City or its licensee, pursuant to the provisions of this ordinance, then and in that event the depositary shall not make the payment referred to in such notice given to the City by the Company, but shall set apart out of the proportion of the net receipts aforesaid in its hands and shall hold an amount equal to such proposed payment upon the specific trust to pay the same, with all accumulations to the City in either of the following events, namely:

(1) If the City shall, at its own expense, cause the said title, estate, interest, lien, encumbrance, claim or demand to be extinguished or conveyed or transferred to the Company.

(2) If the City shall purchase said street railway system, or cause the same to be purchased by its licensee, as in this ordinance provided, and shall take title to said street railway system subject to such outstanding title, estate, interest, lien, encumbrance, claim or demand without deduction from the purchase-price on account thereof.

At the beginning and at the end of any such period during which the Company's right to receive or retain for its own use and benefit a portion of said net receipts shall have been suspended, as hereinbefore provided, there shall be an accounting in respect of the receipts of said street railway system, to which the depositary shall be a party, substantially as provided in Section 25 of this ordinance with respect to the annual account; and any balance of net receipts in the hands of the depositary not expended as aforesaid, accruing prior to the expiration of such period shall be paid to the City, if the City was in possession during such period, or to the Company, if the Company was in possession during such period, and the Company shall be entitled to receive at the time and subject to the conditions hereinbefore in this Section and in Section 18 set forth the share of said net receipts hereinbefore mentioned, accruing after the expiration of such period.

If the City shall enter into possession of said system of street railways, as in this Section provided, it may retain such possession for not more than six months after said title to said system of street railways is perfected as aforesaid and after receiving six months' notice thereof in writing from the Company; and if, while in possession under the authority of this Section, the City shall give notice of its intention to purchase said street railway system of the Company, or to cause the same to be purchased by its licensee *at the next succeeding date at which such purchase could be made under this ordinance,* the City shall be under no obligation thereafter to surrender such possession by reason of such title having been perfected, unless the City or its licensee shall fail to consummate the purchase at the time specified in such notice.

CAPITAL INVESTMENT LIMITATION.

Section 26. The Company shall not be required on account of any extensions of subways or on account of underground trolleys, or on account of any extensions of its street railways (other than the extensions provided for in Exhibit A, and in Section 38 of this ordinance, and six (6) miles of double or twelve (12) miles of single track per annum, as in Section 3 hereof provided), to increase its total capital investment to such an extent that the return thereon over and above the interest charge of five per cent. thereon by this ordinance authorized, would be reduced to an inadequate or unreasonably small amount.

DEPOSITARIES.

Section 27. Any state or national bank or trust company in the City of Chicago or in the City of New York which has a capital stock and surplus amounting to at least one million dollars ($1,000,000) may be selected and can act as a depositary under the provisions of this ordinance; provided, that no moneys shall be deposited with any such depositary under the provisions of this ordinance to an amount exceeding the total capital stock and one-half of the surplus of such depositary; and provided, further, that all deposits authorized or required by this ordinance (except deposits of purchase-money in the event of purchase of said street railway system by the City or its licensee) shall be made with depositaries in the City of Chicago.

DEPOSITS.

Section 28. The Company shall have the right to select the particular depositary or depositaries with which it shall deposit any of the funds required to be deposited by the Company under the provisions of this ordinance, and the Company shall at all times be held responsible for any loss or impairment of any such deposit, and shall promptly make good and restore at its own cost, and not out of the receipts of said street railways, any such loss or impairment. The City or its licensee, as the case may be, shall have the right to select the particular depositary or depositaries with which shall be deposited the funds required to be deposited by the City or its licensee, in the event of purchase of the said street railways by the City or its licensee under the provisions of this ordinance, and the City or its licensee, as the case may be, shall at all times be held responsible for any loss or impairment of any such deposit made by it, and shall promptly make good and restore any such loss or impairment.

Provided, that in all cases where, under the terms of this ordinance, the City is authorized or required to make any deposits of money, the City shall be free from any responsibility for loss or impairment of any such deposit, if not less than thirty days prior to the making of such deposit it shall give notice in writing to the Company of the names of the depositaries in which it shall propose to make such deposit. And the Company, if not satisfied therewith, shall give notice in writing to the City not less than twenty days after receiving such notice from the City. The notice of the Company may direct the City not to make such deposit, or any specified portion of it, with any depositary or depositaries so named by the City of which the Company may disapprove, and in such case such notice by the Company shall contain the names of qualified depositaries from which the City may choose in lieu of the names so disapproved of by the Company, and the number of the names of depositaries in such notice by the Company, from which the City is to choose, shall be at least five in excess of the number of depositaries which the Company shall disapprove of as stated in such notice. And the City, upon making deposits, in accordance with the terms of this proviso, shall be free from any responsibility for loss or impairment of any such deposits.

INTEREST ON DEPOSITS

Section 29. Appropriate provision for the payment of reasonable interest on any funds deposited under the provisions of this ordinance shall be made with the depositary or depositaries of such funds by the party making such deposit. All interest which may accrue upon or be payable on account of any funds deposited under the provisions of this ordinance and any commission or allowance made directly or indirectly by any depositary on account of the funds deposited with it

shall be held and considered as a part of the principal fund so deposited and shall be added to such fund as a part thereof.

The Company shall make daily deposits, with some depositary or depositaries authorized by this ordinance, of all moneys received by the Company from the operation of the said street railways and property, and shall make appropriate provision for the payment of reasonable interest on the moneys so deposited by such depositary or depositaries, which interest shall be added to and be held and considered as a part of the gross receipts of the said street railway system and property.

ANNUAL REPORTS.

Section **30.** The Company, so long as it continues to operate any of the said street railways under this ordinance, and on or before the tenth day of **April** in each year shall prepare and file with the City Comptroller of said City annual reports for the preceding year ending on the 31st day of **January.**

Such reports shall be in writing, verified by the affidavit of the Auditor of the Company, setting forth in reasonable detail, according to forms prescribed by said Comptroller, the character and amount of business done by the Company for the year immediately preceding such report and the amount of receipts from and the expenses of conducting the said business, and the said City Comptroller, or accountants authorized by him, under the direction of the Mayor or City Council of said City, shall have the right at all reasonable times to examine all the books, vouchers and records of the receipts and expenditures of the Company, for the purpose of ascertaining the accuracy of the reports herein required and the rights of the said City under this ordinance. The Board of Supervising Engineers shall have power to prescribe the form and manner in which the books and accounts of the Company shall be kept, **subject to the approval of the City Comptroller.** There shall be also an annual audit of the accounts of the Company covering all receipts and expenditures for the year ending on the thirty-first day of **January** next preceding, and a formal written report by public accountants selected by the City and the Company, the expenses of such audit and report to be paid out of the gross receipts of the Company as an operating expense.

In the event of any purchase of the street railways and property of the Company under the provisions of this ordinance, on the first day of **August** of any year, there shall be an accounting and report for the preceding six months similar in character to that hereinbefore provided.

COMPANY TO MAINTAIN OFFICE IN CITY.

Section **31.** The Company shall not remove its principal office or any of its books (except bond registry and stock transfer books), records, accounts, contracts or original vouchers of receipts and expenditures beyond the limits of the said City, and shall maintain an office within said City so long as the Company continues to operate any part of the street railways mentioned and provided for in this ordinance under the provisions hereof.

FORFEITURE FOR NON-COMPLIANCE.

Section **32.** The Company, by the acceptance of this ordinance, expressly agrees with the said City and obligates itself fully to comply with all of the terms and conditions of this ordinance throughout the period of time covered hereby, and so long as the Company continues to operate any street railways in said City under or by virtue of the authority hereof.

The Company further agrees that in the event that it shall make default in the observance or performance of any of the agreements or conditions herein required to be kept and performed by it (other than the obligations stated in subdivision (d) of Section 1 of this ordinance as to which special provision has been made in Section 25 of this ordinance, *which obligations, however, are to be excepted only in case* the Company has fully complied with the provisions of said Section 25), and if any such default shall continue for a period of three (3) months (exclusive of all times during which the Company may be delayed or interfered with, without its connivance, by unavoidable accidents, labor strikes or the orders or judgments of any court entered in any suit brought without its connivance), after written notice thereof to it from the said City, then and in each and every such case, the said City by its City Council shall be entitled to declare this grant and all of the rights and privileges of the Company to maintain and operate street railways in any of the streets or public ways of the said City to be forfeited and at an end; provided, however, that should the Company, for its corporate purposes, pledge or mortgage its street railway property or any of the rights secured to it by this ordinance, or any security representing the said property or rights, for the security of the payment of its notes, bonds, or other evidences of indebtedness maturing not later than February 1, A. D. 1927, the amount thereof not being in excess of the value of all the property and rights of the Company, as defined in Section 20 hereof, such right of forfeiture of this grant by reason of any violation by the Company of the provisions of this ordinance shall not be asserted or exist against such pledgee or pledgees, mortgagee or mortgagees, or any of them, and shall not impair or affect the right of such pledgee or pledgees, mortgagee or mortgagees, to recover by foreclosure or other legal process against all the property of the Company, including the rights and privileges hereby granted, the face value of said notes, bonds or other evidences of indebtedness, or any security representing the said property or rights to an amount, however, not in excess of the sum for which the City would then have the right under the terms of this ordinance to purchase the said street railway property for municipal operation; and it is hereby stipulated that any notice of default by the Company, upon which a forfeiture shall be claimed, shall also be given by the said City to the trustee or mortgagee of record in any trust deed or mortgage securing such indebtedness. The purchaser at any foreclosure or other sale shall acquire no other or greater rights or privileges than are hereby conferred, and such purchaser shall hold said property, so purchased at such foreclosure or other sale, subject to the right of purchase at any time, thereafter, as herein provided, by the said City, and also subject to the right of purchase by any licensee of the said City, upon the same terms as the said City might purchase and acquire said property, but without payment in either case of the additional twenty per cent. provided for in Sections 20 and 22 of this ordinance; and also subject to the continuing terms, conditions and limitations of this ordinance, including the forfeiture provisions to the same extent as if the said purchaser had been the original grantee hereunder except that such purchaser shall have no right to execute or deliver any mortgage, trust deed or other encumbrance on said street railways, rights and property or any part thereof without the consent of said City.

The City shall have the right to bid and become the purchaser at any such foreclosure or other sale.

The said Company further expressly agrees that, by the acceptance by it of this ordinance, it is obligated to complete the said work of "Immediate Rehabilitation" provided for in said "Exhibit B" within the time and in the manner

set forth in said Exhibit (due allowance being made for any and all delays or interruptions arising without its connivance by unavoidable accidents, labor strikes, or the orders or judgments of any court entered in any suit brought without its connivance), and if the Company shall fail or neglect to proceed with the said work of "Immediate Rehabilitation" with all reasonable diligence and promptness after the acceptance of this ordinance by the Company, or to complete the said work within the time prescribed in said "Exhibit B," and said Board of Supervising Engineers shall certify to the City Council of the said City that the Company has failed or neglected to so proceed with said work, or has failed or neglected to complete the work in the time specified in "Exhibit B," the Company shall be and is obligated to pay to the said City for each day that such default or neglect shall continue, the sum of ten thousand dollars as liquidated damages; and if the Company shall, at any time after the acceptance of this ordinance by it, fail to comply with the provisions hereof with regard to the maintenance of first class street railway service over and upon its said lines of street railways, the said City shall have the right to sue for and recover in any court of competent jurisdiction the sum of not less than fifty dollars and not more than five hundred dollars for each and every such failure and each and every day that such failure shall continue shall be taken and held to be a separate offense; but the payment of such penalties shall not in any manner release the liability of the Company to incur a forfeiture of all its rights and privileges under this ordinance, as hereinabove in this Section provided.

WAIVER OF RIGHTS.

SECTION 33. The Company, in consideration of the grant made by this ordinance, upon the terms and conditions herein expressed, agrees to waive, surrender and release, and by the acceptance of this ordinance the Company does waive, surrender and release, all and every one of the rights and claims of every kind and nature in respect to the location, maintenance, operation or exclusion of street railways in the streets, or any of them, of the said City now or hereafter vested or claimed to be vested in the Chicago West Division Railway Company, the Chicago Passenger Railway Company, the West Chicago Street Railroad Company, the West Chicago Street Railroad Tunnel Company, the North Chicago City Railway Company, the North Chicago Street Railroad Company, and the Chicago Union Traction Company, or in the Receivers of any of said Companies, and the Company hereby agrees to execute from time to time such further instruments of waiver, surrender and release of such rights and claims as the City may reasonably require, and the Company by the acceptance of this ordinance further covenants and agrees that it will not permit the stocks, securities or evidences of indebtedness of any of said Companies which it may at any time acquire, or any estate, interest or power of control which may exist in it by reason of the possession of such stocks, securities and evidences of indebtedness, or any of them, to be so used as to promote or sanction the assertion of any right or claim hereby agreed to be waived, surrendered and released.

TUNNEL RE-CONSTRUCTION.

SECTION 34. The Company, upon its acceptance of this ordinance, shall diligently proceed to finish and complete the work of lowering and re-constructing the tunnel under the south branch of the Chicago River at or near Van Buren Street, now in progress according to plans and specifications therefor prepared by Samuel G. Artingstall, Chief Engineer, and approved by the Secretary of War; said work of lowering and re-constructing of said tunnel according to said plans and specifica-

tions being now performed by the Great Lakes Dredge and Dock Company under a contract in writing, dated July 24th, 1906, between it and the Receivers of the Chicago Union Traction Company.

The said Company shall, also, upon its acceptance of this ordinance diligently proceed with the work of construction of a false roof in the tunnel under the south branch of said river at Washington street, and with the removal of the crown of said tunnel, as provided in and by an ordinance of the City Council of the City of Chicago in relation to that subject, passed June 18, 1906, said work being now in progress according to plans and specifications therefor, approved by the Commissioner of Public Works, and being performed by Angus Brothers and Company, under a written contract dated July 24th, 1906, between said Angus Brothers and Company and the Receivers of said Chicago Union Traction Company. The said Board of Supervising Engineers forthwith upon its organization shall prepare plans and specifications for the complete reconstruction of the tunnel under the Main Chicago River at La Salle street, including the work of removing the present tunnel at said La Salle street so far as the same may be necessary to meet the requirements of the Government of the United States as to navigation of the Chicago River at said point, and so far as may be necessary to allow the complete re-construction of the tunnel at said street, and also shall forthwith proceed to prepare plans and specifications for the additional work necessary for the complete reconstruction of said Washington street tunnel and submit both said plans and specifications to the Commissioner of Public Works of the City for his approval subject to such direction, if any, as the City Council of said City may prescribe. Upon such approval the Company shall diligently proceed under contracts to be approved by said Board of Supervising Engineers to the complete reconstruction of said Washington street and said La Salle street tunnels according to said plans and specifications.

Said work of re-construction shall be done in a safe, secure and workmanlike manner to the satisfaction, and with the approval of the Commissioner of Public Works, and under the supervision of said Board of Supervising Engineers. Whatever detailed plans or specifications may be necessary in the opinion of said Board of Supervising Engineers shall be provided during the process of said construction and shall be subject to the approval of said Commissioner of Public Works.

The Company by the acceptance of this ordinance agrees to construct such connections with and modifications of said tunnels and their approaches as may be determined by the Board of Supervising Engineers for the purpose of utilizing such tunnels in connection with any subway constructed under this ordinance.

CITY'S RIGHT TO INTERVENE.

Section 35. The Company by the acceptance of this ordinance shall and does grant to the said City, and the said City hereby reserves to itself the right to intervene in any suit or proceeding brought by any person, firm or corporation seeking to enjoin, restrain or in any manner interfere with the Company in the doing of any work called for by this ordinance, or involving the observance or performance of any of the agreements or conditions herein provided to be kept or performed by the Company, or in any suit to foreclose or enforce any lien, mortgage or trust deed against it and to move for a dissolution of such injunction or restraining order in such suit, and take any other appropriate steps to protect the rights of the said City in case it shall deem such action necessary and appropriate to protect the interests of the said City.

BOARD OF SUPERVISING ENGINEERS.

Section **36.** Immediately upon the acceptance of this ordinance by the Company, there shall be organized a Board of Supervising Engineers in the manner following:

Within thirty (30) days after the acceptance of this ordinance as hereinafter provided, the Company shall appoint an engineer to represent it on said Board, and shall notify the Mayor of said City, in writing, of the name and address of such engineer; and within thirty (30) days after such notice the said City shall appoint an engineer as its representative on said Board (which appointment shall be made by the Mayor of the said City and shall be subject to the approval of the City Council), and shall notify the Company in writing of the name and address of its said engineer.

Bion J. Arnold is hereby selected and appointed the third member of said Board. The said City or the Company may respectively, at any time and from time to time, remove its representative on said Board, and may also respectively from time to time, appoint an engineer to represent it upon said Board, whenever and as often as it shall fail to have a representative upon said Board from any cause whatsoever. No such removal or appointment shall take effect until written notice thereof has been given to the other party by the party making such removal or appointment.

The said City and the Company may, at any time and from time to time, remove the third engineer from said Board, and may also select and appoint a third engineer to be a member of said Board, whenever and as often as a vacancy in said Board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said Board.

In the event that any vacancy in the position of third engineer upon said Board shall not be filled by the selection of a third engineer by said City and the Company within thirty (30) days after such vacancy shall arise, then the persons then acting as judges of the (main) Appellate Court for the First District of Illinois, or a majority of them, may fill such vacancy on said Board by appointing a competent engineer thereto upon the application of said City or the Company, after ten days' written notice having been given to the other party of such application.

In case either the said City or the Company desires the removal of the said third engineer and the appointment of another engineer in his place, the party desiring such removal and new appointment may, upon giving ten (10) days' written notice thereof to the other party, apply to the said judges for such removal, and the said judges or a majority of them shall within ten (10) days from and after such application set the same for informal and summary public hearing, at which the party desiring the removal shall publicly present its reasons for asking such removal.

Upon such application of either the said City or the Company, the said judges or a majority of them shall have the power, but shall not be required to remove the said third engineer. The third engineer shall not be removed by the said judges or a majority of them at any time, except upon the application of either the said City or the Company.

Upon the refusal or failure of the said Judges then constituting the (main) Appellate Court for the First District of Illinois, or a majority of them, to make the appointment herein authorized within thirty (30) days after being requested so to do, either the said City or the Company may, upon giving ten (10) days'

written notice to the other party of its intention so to do, apply to any judge of the Circuit Court of Cook County, Illinois, for the appointment of a third engineer to fill any vacancy existing in said position, and the judge so applied to shall have the power to appoint such third engineer, who, when appointed, shall be a member of said Board, and shall be subject to removal in the manner hereinabove provided.

Either the Company or the City shall have the right to apply to any court of competent jurisdiction for the removal of any member of said Board of Supervising Engineers for fraud, corruption or failure to perform in good faith his duties under this ordinance.

A majority of said Board of Supervising Engineers shall at all times be authorized to exercise the powers conferred by this ordinance on said Board.

All words in this ordinance contained purporting to give authority to said Board of Supervising Engineers shall be construed as giving such authority to a majority of said Board.

SALARIES AND EXPENSES OF BOARD.

The said Board of Supervising Engineers shall maintain an office in the said City and shall employ the necessary assistance and purchase the necessary supplies and materials to enable it properly to perform its duties under this ordinance.

The said third engineer shall be ex-officio Chairman of the Board, and shall be paid for his services as a member of said Board compensation at the rate of $15,000 per annum.

During the period of "Immediate Rehabilitation," said Bion J. Arnold, so long as he continues to act as a member of said Board, shall, in addition to his duties as a member of said Board of Supervising Engineers, act as Chief Engineer of the work contemplated in this ordinance, and shall receive as additional compensation for such service, the sum of $15,000 per annum. In such capacity he shall have charge of the preparation of the plans and specifications, and the general direction of the entire work, and of its inspection during construction. Said plans and specifications and system of inspection shall be subject to the approval of the Board of Supervising Engineers.

Each of the other two members of said Board shall, in addition to attending the monthly meetings of the Board attend such other meetings as may be called by the Chairman, and be paid for his services as a member of said Board, compensation at the rate of $100 per day, and his traveling and living expenses while away from his home, and actually engaged upon this work, it being understood that his total compensation for services shall not be less than $3,600 nor more than $10,000 per year. The Chairman of said Board shall call a meeting of said Board at any time upon the request of the President of either of said Companies or of the Mayor of the City.

The salaries and expenses of said Board of Supervising Engineers during the period of "Immediate Rehabilitation" provided for in this ordinance shall be added to and form a part of the cost of such "Immediate Rehabilitation," but thereafter shall be paid out of gross receipts, as an operating expense.

In case the said ordinance to the said **Chicago City Railway Company** is passed and accepted, **as therein provided,** the third engineer and the engineer representing the City on the Board of Supervising Engineers created by said ordinance shall be the same persons who act as the third engineer and the engineer representing the City, respectively, in the Board of Supervising Engineers created by this ordi-

nance; and the said **Chicago City Railway Company** and the Company shall agree upon one engineer as their joint representative upon said Board; but in case they do not so agree, each of said Companies may select its own representative, who shall in such case act as a member of said Board only in the consideration and determination of matters relating to the street railways and property of the particular Company he represents.

In the determination of any matter relating to subways and through routes and all other matters in which said companies are jointly interested the representative of each of said companies on said Board of Supervising Engineers shall be entitled to one-half of a vote.

In case said ordinance to said **Chicago City Railway Company** is passed and accepted as **therein provided,** the salaries and compensation of said engineers provided for in this ordinance shall include all compensation or salaries payable to said engineers under said other ordinance without duplication, and shall be equitably apportioned by the said third engineer between the said two Companies, taking into consideration the work done by said Board under the said ordinances, respectively, and the determination of said third engineer as to such apportionment shall be final and binding upon the parties whose interests are therein concerned.

CITY TO RESERVE POLICE POWER.

Section **37.** Nothing in this ordinance contained shall be construed as depriving the said City of the right of exercising any police power which it would have possessed or enjoyed had this ordinance not been granted.

The enumeration herein of special requirements and specific regulations shall not be taken or held to imply the relinquishment by the said City of its power to make other requirements or regulations, and the said City hereby expressly reserves the right to make all regulations which may be necessary to secure in the most ample manner the safety, welfare and accommodation of the public, including among other things the right to pass and enforce ordinances to protect the public from danger or inconvenience in the management and operation of street railways throughout the said City and the right to make and enforce all such regulations as shall be reasonably necessary to secure adequate and sufficient street railway accommodations for the people, and insure their comfort and convenience.

The said Council may vest any or all matters of administration under this ordinance, including such thereof as are herein vested in the Mayor, Comptroller or other City officials named in this ordinance or in said "Exhibit B" attached hereto (but excepting those herein vested in said Board of Supervising Engineers), in a Department or Bureau of Local Transportation, or in its City Engineer, or in any official or employes of said City.

COMPREHENSIVE RECONSTRUCTION AND UNIFIED OPERATION ASSURED.

Section **38.** For the purpose of carrying into effect the purpose and desire of the said City to provide for the unified operation and the comprehensive reconstruction of all the street railways within said City, an ordinance similar to this ordinance in general provisions and character, covering the system of street railways now maintained and operated by the **Chicago City Railway Company,** granting to **said** Company the right to operate said system, has been presented for passage by the City Council of said City, concurrently with this ordinance, and it is hereby expressly provided that in the event that the Company accepts this ordinance and files the bond as required in this ordinance within the time herein prescribed,

and the said **Chicago City Railway Company** fails to accept the said ordinance after its passage and within the time and according to the terms provided therein, or in any ordinance amendatory thereof or supplementary thereto, the Company hereby obligates itself to extend and operate its street railway system over and upon the streets and parts of streets in the said City covered by the said ordinance to the said **Chicago City Railway Company,** so far as and to the extent that the rights of the **company or** companies now operating the street railways upon such streets and parts of streets cease and expire by limitation or otherwise, the said street railway system of the Company to be extended over each such street or part of street as rapidly as and to whatever extent the said City is able to and does confer upon the Company lawful authority to construct and operate street railways upon such streets and parts of streets, respectively, and deliver to the Company peaceable possession thereof for such purposes. And the Company hereby agrees to construct and operate in each such street and part of street so turned over to it as aforesaid, the street railways and equipment required by the ordinance to said **Chicago City Railway Company** to be constructed by it therein, **including** the making of the contribution for the construction of subways and extensions thereof provided for in said last mentioned ordinance.

And the said Company agrees that it will furnish the necessary moneys to pay or to enable said City to pay for the physical property constituting the street railways and equipment in any such street or part of street which the City or its licensee may be authorized or required to purchase under and in accordance with the terms of the ordinances of said City which have been heretofore passed and are now in force with respect to any such street or part of street, respectively, property so purchased to be turned over to the Company as a part of the extension of the Company's system provided for in this section, and the moneys so paid or advanced shall be held and considered as a part of the expense of making such extension. For the purpose of making any such extension the Company agrees that it will, when authorized and required by the City, purchase and pay for the physical property constituting the then existing street railway and equipment located upon any street or part of street turned over to the Company under the foregoing provisions of this section, provided the price to be paid for such property shall not exceed the value of the same for street railway purposes as estimated by the Board of Supervising Engineers, and that, when acquired, said property shall be used by the Company as a part of the extension of its system upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

All such extensions of the Company's system and the operations thereof shall be subject to the provisions of this ordinance, in the same manner and to the same extent as if herein expressly provided for as a part of the street railway upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

The construction and equipment of all such extensions shall be made under the supervision of and the cost thereof determined by the said Board of Supervising Engineers, and such extensions shall be in all respects subject to the provisions of this ordinance as to purchase by the said City or its licensee, the determination of the character and cost of construction, reconstruction, equipment and re-equipment, the annual return to the Company upon its investment,

the division of profits with the said City and the operation of such extensions by the Company, so far as such provisions can be made applicable thereto.

The City agrees that, in case it shall require the Company to extend its street railway system over or upon any street or part of street covered by the said ordinance to the said Chicago City Railway Company, under the provisions of this section, the Company shall have the right to extend its street railway system over and upon all of the streets and parts of streets covered by the ordinance of the said Chicago City Railway Company, upon the terms specified in this section, when and as soon as the now existing rights of other companies in said streets or parts of streets, respectively, shall expire or be terminated.

ORDINANCE BINDING UPON SUCCESSORS AND ASSIGNS.

Section 39. This ordinance shall inure to the benefit of and be binding upon the lessees, successors and assigns of the Company, and they and each of them shall be bound by all and every its provisions by the Company to be kept and performed, precisely as if in every case they had respectively been named herein with the Company.

LEASE OR ASSIGNMENT.

Section 40. No lease or operating agreement and no assignment, except by way of mortgage or trust deed, under the provisions and limitations of this ordinance, shall be made by the Company without the consent of the City Council of said City.

No mortgage, trust deed or other instrument given by the Company shall impose any lien upon or create any rights in the said street railways, property and rights, without the same being made specifically subject to all the limitations, conditions and provisions of this ordinance, including the right of the said City or its licensee to acquire the said property and rights upon the terms and in the manner in this ordinance provided, and in the event of such purchase, the lien of such mortgage, trust deed, or other encumbrance, and all other liens upon said street railways, property and rights or any part thereof, shall be discharged from said street railways, property and rights and shall attach to the proceeds of sale thereof, except in a case in which it is expressly provided by this ordinance that the purchase may be made subject to such lien or encumbrance and in which the City or its licensee has elected to purchase subject thereto; and except in the case last referred to, the City shall be, and by the acceptance of this ordinance is, irrevocably authorized by the Company in the event of such purchase, to pay to the trustee under any such trust deed, or to the holder of any such mortgage, out of said purchase-money, an amount sufficient to pay the principal and interest then due or accrued upon any obligation secured by such mortgage or trust deed, and to make such other appropriate disposition of any part of said purchase-money as may be necessary for the protection of any lien or right hereby transferred to the proceeds of sale.

And the City shall have, and may exercise with respect to any property, claims, liens or encumbrances which it may acquire with any part of said purchase-price, or otherwise, all the rights of the holder thereof from whom the same may be purchased or acquired, anything to the contrary in this ordinance contained notwithstanding.

WARRANTY OF TITLE.

Section 41. Whenever the City, or its licensee, shall desire to purchase and

take over the street railway system of the Company within the said City, as in this ordinance provided, and shall comply with the provisions of this ordinance with respect to making such purchase and payment therefor, the Company shall, by good and sufficient written instruments to that end, transfer to the City, or its licensee, as the case may be, all its said street railway system and property, free from all claims and liens, except as otherwise in this ordinance expressly provided in case the City or its licensee elects to take subject to any lien or encumbrance, and the Company shall warrant the title to all of the property so transferred to the City or its licensee, to be complete and free from all claims and liens whatsoever except as aforesaid, and shall pay to the City, upon demand, any amounts which the City may be compelled to pay to perfect such title, if incomplete, or to remove any lien or encumbrance, as provided in subdivision 2 of Section 20 hereof, and shall also warrant that there are no outstanding rights in the streets or parts of streets occupied by its street railways, in any person or corporation, derived through or under said Company, or any of the Companies mentioned in Section 33 hereof, except the rights of the Chicago Consolidated Traction Company, under any operating agreement then in force with the consent of the City, in case the City or its licensee shall elect to take title subject to such operating agreement.

BOND.

Section 42. The Company shall forever indemnify and save harmless the said City against and from all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be recoverable from or obtained against the said City, for or by reason of the granting of the privileges hereby conferred upon the Company, or for or by reason of or growing out of or resulting from the exercise by the Company of the privileges hereby granted, or any of them, or from any act or acts of the Company, its servants or agents, under or by virtue of the provisions of this ordinance.

And the Company shall, within the time limited for the acceptance of this ordinance, file with the City Clerk of said City its bond to the said City, in the penal sum of One Hundred Thousand Dollars, conditioned that it will forever indemnify and save harmless the said City as aforesaid; provided, however, that the giving of said bond or the recovery of a judgment or judgments thereon by the said City shall not be construed as measuring, lessening or limiting the liability of the Company to the said City under any provisions of this ordinance.

RIGHTS AND OBLIGATIONS DATE FROM FEBRUARY 1, 1907.

Section 43. If the Company shall accept this ordinance within the time limited therein for the acceptance thereof, then the rights and obligations of the City and the Company under this ordinance shall be the same as if this ordinance had been passed on February first, A. D. 1907, and had been accepted by the Company on February first, A. D. 1907, and accounting shall be had as between the City and the Company as of that date.

ACCEPTANCE.

Section 44. *This ordinance shall not take effect or be in force unless and until a majority of the votes cast upon the following question of public policy at the election to be held in the City of Chicago, on the first Tuesday in April, A. D. 1907, are in the affirmative:*

"For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15,

A. D. 1907), authorizing the Chicago Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee."

In the event, and only in the event, that the said question of public policy is submitted to the electors of said city at said election, and a majority of the votes cast upon the said question at said election are in the affirmative, then and in that event, this ordinance shall take effect and be in force from and after the acceptance of this ordinance, in accordance with the conditions hereof, by the Company, under its corporate seal, after the said first Tuesday in April, A. D. 1907; provided, that if the Company shall not file with the City Clerk of said city the penal bond hereinabove mentioned and its formal acceptance of this ordinance and of all its terms and conditions, within one hundred and sixty-five (165) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect.

EXHIBIT A.

Chicago Railways Company.

Schedule of streets upon which shall be maintained and operated tracks not exceeding two except where otherwise noted.

Adams street, from State street to Center avenue.

Alley first south of Washington boulevard, between Western avenue and Campbell avenue, from Western avenue to the west line of Lot 67, in L. D. Boone's Addition, in Section 12, 39, 13. Single track.

Alley, first public alley lying west of Clark street and between Clark street and Orchard street, running northerly from Sherman place: from at or near Sherman place to north end of said alley.

Alley, first north-and-south public alley west of Sheffield avenue, lying between Wrightwood avenue and Lill avenue; from Wrightwood avenue to Lill avenue. Single track.

Armitage avenue, from Milwaukee avenue to Elston avenue.

Armitage avenue, from Milwaukee avenue to 44th avenue.

Ashland avenue, from 31st street to Blue Island avenue, *subject to the existing rights, if any, of the Chicago General Railway Company.*

Ashland avenue, from Blue Island avenue to 12th street.

Ashland avenue, from Lake street to Clybourn place.

Ashland avenue, from Fullerton avenue to Belmont avenue.

Ashland avenue, from Belmont avenue to Graceland avenue.

Austin avenue, from Desplaines street to Center avenue.

Belden avenue, from Racine avenue to Clifton avenue.

Belmont avenue, from Lincoln avenue to Robey street.

Blackhawk street, from Holt street to Noble street.

Blue Island avenue, from Harrison street to Western avenue.

Bryan place or Park street, from Randolph street to Lake street.

California avenue, from Chicago avenue to Elston avenue.

Canalport avenue, from Canal street to Halsted street.

Canal street, from Harrison street to Canalport avenue.

Center avenue, from Adams street to 21st street.
Center avenue, from Austin avenue to Erie street.
Center street, from Clark street to Lincoln avenue.
Center street, from Lincoln avenue to Racine avenue. Single track.
Chicago avenue, from Clark street to Kedzie avenue.
Chicago avenue, from 40th avenue to 48th avenue.
Clark street, from Washington street to Devon avenue.
Clinton street, from 12th street to Harrison street. Single track.
Clinton street, from Harrison street to Milwaukee avenue.
Clybourn avenue, from Division street to Belmont avenue.
Clybourn place, from Ashland avenue to Wood street.
Clybourn place, from Ashland avenue to Elston avenue.
Colorado avenue, from Madison street to 40th avenue.
Dearborn street, from Kinzie street to Polk street.
Desplaines street, from Harrison street to Austin avenue.
Division street, from State street to two hundred (200) feet west of California avenue.
Eighteenth street, from State street to Leavitt street.
Erie street, from Center avenue to Ashland avenue.
Evanston avenue, from Diversey boulevard and a connection with the tracks on Clark street, to Halsted street and thence on Halsted street and Evanston avenue to Graceland avenue.
15th place from Jefferson street to Canal street.
Fifth avenue, from 12th street to the center of the Chicago River and thence north on and along Wells street to Clark street.
Fortieth avenue, from Grand avenue to North avenue.
Fortieth avenue from Madison street to Lake street.
Fortieth avenue, from 22d street to Ogden avenue.
Fourteenth street, from Canal street to Robey street.
*Franklin street, from Harrison street to Washington street.
*Franklin street, from Washington street to Lake street.
Fullerton avenue, from Lincoln avenue to Milwaukee avenue.
Fullerton avenue, from Milwaukee avenue to 40th avenue.
Garfield avenue, from Lincoln avenue to Racine avenue. Single track.
Graceland avenue and Irving Park boulevard, from Evanston avenue to Ashland avenue.
Grand avenue, from middle of north branch of Chicago River to 40th avenue.
Grand avenue, from 51st and Armitage avenues and connecting with the tracks on Grand avenue, northwesterly to Fullerton avenue; west on Fullerton avenue to Grand avenue; northwesterly on Grand avenue to 72d avenue.
Halsted street, from the middle of the south branch of the Chicago River to Evanston avenue, connecting over Evanston avenue and Halsted street with Graceland avenue.
Harrison street, from State street to Kedzie avenue.
Harrison street, from Kedzie avenue to 40th avenue.
Holt street, from Blackhawk street to North avenue.
*Illinois street, from Clark street to Market (or Orleans) street.
Indiana street, from State street to middle of north branch of Chicago River.
Irving Park boulevard, from Clark street to Ashland avenue.

Jefferson street, from Madison street to Washington street.

Jefferson street, from Van Buren street to Meagher street (or 15th place).

Kedzie avenue, from 12th street to Chicago avenue.

*Kinzie street, from State street to Market (or Orleans) street.

Lake street, from Wabash avenue to State street.

Lake street, from State street to 48th avenue.

Larrabee street, from Chicago avenue to Lincoln avenue.

La Salle avenue and La Salle street, from Illinois street, through La Salle street tunnel to Monroe street.

La Salle street, from Monroe street to Adams street.

Leavitt street, from Blue Island avenue to 18th street.

Lincoln avenue, from Center street to Belmont avenue.

Madison street, from State street to 40th avenue.

Market (or Orleans) street, from Kinzie street to Chicago avenue.

Market (or Orleans) street, from Chicago avenue to Division street. Single track.

Meagher street or 15th place, from Canal street to Jefferson street.

*Michigan street, from State street to Clark street.

*Michigan street, from Wells street to Market (or Orleans) street.

Milwaukee avenue, from Lake street to Logan Square.

Monroe street, from Franklin street to La Salle street.

Monroe street, from La Salle street to Dearborn street.

Monroe street, from Dearborn street to State street.

Noble street, from Milwaukee avenue to Blackhawk street.

North avenue, from Clark street to 46th avenue.

North avenue, from 46th avenue to 48th avenue.

Ogden avenue, from Randolph street to 40th avenue.

*O'Neil street, from Halsted street to six hundred (600) feet west of Halsted street. Three tracks.

Orleans street, from Kinzie street to Chicago avenue.

Orleans street, from Chicago avenue to Division street. Single track.

Paulina street, from 12th street to Lake street.

Polk street, from Dearborn street to State street.

Polk street, from 5th avenue to Canal street, including approaches to and on 5th avenue.

Racine avenue, from Clybourn avenue to Fullerton avenue. Single track.

Randolph street, from State street to Union Park and Lake street.

Randolph street, from Michigan avenue to State street.

Robey street, from Blue Island avenue to Elston avenue.

Robey street, from Belmont avenue to Roscoe street.

Roscoe street, from Robey street to Western avenue.

Sangamon street, from Adams street to Austin avenue.

Sedgwick street, from Chicago avenue to Division street. Single track.

Sedgwick street, from Division street to Center street.

Sheffield avenue, from Lincoln avenue to Clark street.

Southport avenue, from Clybourn place to Clark street.

State street, from Polk street to Madison street, an additional single track to be laid to the west of and parallel to the double track of the Chicago City Railway Company on said street between said points.

State street, from Madison street to Lake street. Double track in the space occupied by present west and middle tracks.

State street, from Lake street to Division street.

Taylor street, from 5th avenue to Western avenue, including approaches to and on 5th avenue.

Twelfth street, from Wabash avenue to 40th avenue.

Twenty-first street, from Halsted street to Douglas Park (or Marshall) boulevard.

Twenty-second street, from Ogden avenue to 40th avenue, *subject to the existing rights, if any, of the Chicago General Railway Company.*

Twenty-fifth (or Coulter) street, from Leavitt street to Irving avenue.

Twenty-sixth street, from Western avenue to 40th avenue.

Van Buren street, from State street to Kedzie avenue.

Van Buren street tunnel approaches, and through the Van Buren street tunnel from Clinton street to Franklin street.

Washington street, from State street to Desplaines street and through Washington street tunnel.

Washington street, from Wabash avenue to State street.

Webster avenue, from Lincoln avenue to Racine avenue. Single track.

Western avenue, from Blue Island avenue to Elston avenue.

Western avenue, from Roscoe street to Lincoln avenue; this line to be built after the completion of the underground improvements, including water and sewer service, in said section of Western avenue, and concurrently with the completion of the paving of said section.

Wrightwood avenue, from Lincoln avenue west to thirty-three (33) feet west of first north-and-south alley west of Sheffield avenue.

LOOPS AND SERVICE TRACKS.

From Clark street with a single track on Dewey court and private property and with not exceeding two tracks along the alley running northerly from Sherman place between Clark and Orchard streets, from at or near Sherman place to the northerly extremity of said alley; with convenient curves, switches and connections from the main tracks on said Clark street and said track and tracks on Dewey court and said alley to private property to compose suitable loops and connections for handling cars.

From Lincoln avenue west on Wrightwood avenue to a point thirty-three (33) feet west of the first north-and-south alley west of Sheffield avenue, with track along said alley from Wrightwood avenue to Lill avenue, and with curves and tracks from said tracks to the Company's property east and west of said alley.

From Sheffield avenue, north of Lincoln avenue, over property belonging to the Company to Lincoln avenue.

Necessary and convenient tracks, not less than four, connecting the tracks on Lake street and the tracks on Madison street with the car houses, car shops, stables, power houses and yards now constructed, or hereafter to be constructed, on Lots one (1) and two (2) and sublots twenty-three (23), twenty-four (24) and twenty-five (25), in Parmley's Sub. of Lot three (3) of the Superior Court Partition of the east 30 acres of the west 40 acres of the S. W. ¼ of Section eleven (11), Township thirty-nine (39) north, Range thirteen (13) east of the Third Principal Meridian.

The Company is permitted to construct, maintain and operate all curves, crossings, cross-overs, turnouts, branch-offs, switches and connections within the streets, alleys and public places above specifically described, connecting and necessary and convenient to connect tracks authorized by this ordinance, or to connect said tracks,

or any of them, or its tracks on private property with the tracks of other corporations or with power houses, sub-stations, car houses, shops, yards and other property now used or hereafter required to be used in the operation of its street railways under the powers given by this ordinance; and to erect and maintain all poles and wires necessary to be used in connecting its said property, power houses and street railways, and also to construct, maintain and operate a double track on, along and across all bridges and viaducts in or crossed by any of the streets or parts of streets included in this Exhibit A.

Tracks, curves and turnouts on the streets and parts of streets the names of which are distinguished in this Exhibit by a star (*) are specifically authorized to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, in addition to their use for the regular routing of cars.

PIPE LINE.

The Company shall have the right to maintain and operate during the life of this ordinance the pipe line constructed by the North Chicago Street Railroad Company between its gas plant on Larrabee street and its car barns at Clark street and Sherman place and at Lincoln and Wrightwood avenues under an ordinance of the City of Chicago passed October 15, 1891, entitled "An ordinance authorizing the North Chicago Street Railroad Company to lay a pipe line from Company's gas house to car house," but subject to all the terms and conditions of said last-mentioned ordinance and of this ordinance.

EXHIBIT B.

Chicago Railways Company.

Immediately upon the acceptance of this ordinance by the Company it shall proceed with all due diligence to repair and reconstruct its street railway system and equipment and to secure the necessary supply of electric power to comply with the provisions of this ordinance and under the following specifications:

IMMEDIATE REHABILITATION.

That the character of service required by the accompanying ordinance may be established at the earliest moment practicable, the Company shall, upon the acceptance of said ordinance, proceed immediately, (1) to remove from the streets all of its present cable tracks, slots, and conduits, and substitute therefor electric tracks of the character and type as hereinafter described; (2) to rebuild at least 90 miles (single track) of the present electric track of the Company with track of the character and type hereinafter described; (3) to construct and equip the necessary system of distribution and substations, as may be determined upon by said Company with the approval of the Board of Supervising Engineers, to transmit and transform whatever electric power may be required to enable the Company at all times to operate its street railways efficiently and continuously; (4) to rebuild and re-equip its car houses so as to enable it to properly clean and maintain its cars; (5) to increase as rapidly as possible the number of double truck cars, of the character and type as hereinafter described, until there shall be in operation on its street railway system at least twelve hundred (1,200) such cars, and (6) to reconstruct the Van Buren street and Washington street tunnels and to reconstruct or rebuild the tunnel at La Salle street. The Company shall diligently prosecute the work above specified and required, and complete the same as rapidly as practicable, in accordance with the provisions of said ordinance, and in compliance with the general specifications herein contained, but in any event the said

work shall be completed within three (3) years from the date of actual acceptance of said ordinance.

GENERAL SPECIFICATIONS.

In addition to the work hereinabove specifically required the Company shall, as promptly as possible, do the necessary work and purchase the necessary materials and equipment to put its entire street railway system and equipment in the best practicable condition to enable it to furnish to the citizens of Chicago the quality and kind of service contemplated and required by this ordinance, and shall at all times maintain the same at the highest practicable efficiency.

Permits.

The Company, before it makes any excavation in or in any way interferes with the surface of, any street or public way for the purpose of doing any work shall obtain from the Commissioner of Public Works of the City a permit so to do, which permit shall contain a condition requiring the Company to restore said street or way and maintain it for one year thereafter; and in every case the Company, after it has restored such street or way shall maintain it for one year after such restoration.

Permits for Buildings.

All permits issued for the removal of buildings on or across any track of the Company shall provide that the Company be notified at least two days in advance of such removal; that such removal shall only take place, unless with the consent of the Company, between the hours of twelve o'clock midnight and five o'clock A. M.; and that the party to whom the permit is issued shall pay to the Company the actual cost of removing and replacing its overhead equipment, and for the interruption of its traffic from five A. M. to twelve o'clock midnight, if such interruption shall occur.

Tracks.

The tracks to be maintained by the Company shall not be elevated above the surface of the street or public way in which they are placed. They shall be laid and maintained by the Company so as to conform to the grade of such street or public way as the same is, or from time to time hereafter shall be, established by the City Council.

All new tracks shall be laid with the best materials and in the most approved modern manner.

Spacing Tracks.

In laying or relaying rails in any of the streets included in the accompanying ordinance upon which more than one track is located the distance between centers of tracks may remain as at present, but in order to accommodate large, modern cars, and provide for their safe passage, this distance may be at least nine (9) feet eight and one-half (8½) inches between center lines of tracks. The tracks at curves wherever practicable shall be laid to such center as to enable cars to pass with suitable and safe clearance. The exact location of tracks in the streets shall be subject to the approval of the Commissioner of Public Works.

Rails.

All new track construction hereafter laid in streets or public ways shall be laid with modern improved rails of the grooved type, weighing not less than one

hundred and twenty-nine (129) pounds per yard, which shall in all respects conform to the specifications for grooved rails as contained in Section 1944 of the Revised Municipal Code of Chicago, as amended by ordinance of the City Council passed October 8th, 1906; **provided, that all rail used in the tunnels and on their approaches, and in the subways and on their approaches may be "T" rail weighing not less than eighty (80) pounds per yard.**

Joints.

All rail joints shall be either cast-welded, electrically welded, or of a type which will give an equally smooth and even joint, except that the joint used must be one which will provide a carrying capacity for the electric current equivalent to the carrying capacity of the rail.

Track Substructure.

The rails shall be laid upon concrete beams, wooden ties, steel ties or cast-iron chairs or in some other form of first-class modern approved street railway track construction. The foundation shall be either of concrete, crushed stone or other ballast material which in the judgment of the Board of Supervising Engineers shall best suit the conditions of soil and drainage. Said foundation to be brought to the proper height to serve as a suitable foundation for the pavement.

Bonding.

In case the rails are joined by any other form of joint than a cast-welded or electrically-welded joint, there shall be some form of bond used which will connect the ends of the rails in such manner that the conductivity of the joints shall be equivalent to the carrying capacity of the rail. The rails of each single track and the inside rails of the double track of all tracks shall be connected by cross-bonds of No. 2/0 (B. & S. Gauge) copper wire spaced not more than one thousand (1000) feet apart, and properly secured to the rails in such manner that the full conducting effect of the wire may be utilized. The rails shall be so bonded or joined and such return circuits and other necessary devices installed as to prevent damage from electrolysis as effectually as possible.

Special Work.

At all points of intersection of the tracks of the Company with its own tracks or with the tracks of other companies, there shall be provided suitable steel special work of ample strength and weight to correspond with the structure to which it connects. The frogs, switches and mates shall be provided with wearing plates of hardened steel. All special work and curves shall be laid in the same general manner required for straight-line track.

Poles and Wires.

All new overhead construction shall consist of one (1) trolley wire suspended over each track by span wires attached to poles set at the curb-line or suspended from brackets attached to poles.

The design of poles hereafter erected shall be subject to approval of the Board of Engineers, and shall be of iron or steel, weighing approximately nine hundred (900) pounds each, set in concrete and kept thoroughly painted. They shall be spaced on an average of from one hundred (100) to one hundred fifteen (115) feet apart for straight track, except at street intersections, and so as not to

obstruct cross streets, alleys, or private driveways. The location of poles shall be subject to the approval of the Commissioner of Public Works.

All material used in the overhead construction shall be of the most modern type and shall be capable of sustaining all the weights and strains that come upon it under normal conditions of operation and from wind, sleet and ordinary accidents.

The trolley wire shall be not less than No. 2/0 (B. & S. Gauge) hard-drawn copper, unless the Board of Supervising Engineers shall approve other sizes for specific cases. Phosphor bronze, silicon bronze or other material equal in strength may also be used. Trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, except when such wires are suspended under viaducts, bridges and other structures. There shall be at least two (2) insulations between the trolley wire and the supporting pole. Span wires shall be galvanized iron or steel or silicon bronze.

Feeders and Transmission Wires.

All feeder and transmission wires within that portion of the City bounded as follows: beginning on Halsted street at the south branch of the Chicago river, thence north on the west side of Halsted street to 22d street; west on the south side of 22d street to Western avenue; north on the west side of Western avenue to Belmont avenue; east on the north side of Belmont avenue to Southport avenue; north on the west side of Southport avenue to Clark street; north on the west side of Clark street to Lawrence avenue; east on the north side of Lawrence avenue to Lake Michigan; south along the shore of Lake Michigan to the Chicago river; thence west and south along the main channel and the South Branch of the Chicago river to the point of beginning, with such territory *in the south division of said city* as is occupied by the tracks of the Company, shall be laid underground. To this end, authority is hereby conferred upon the Company to enter upon, excavate for, and construct a system of conduits in the streets, alleys, and other public ways of the City of sufficient capacity to carry its said wires. All feeder wires in any other territory shall be similarly placed underground whenever the City shall require all other overhead public service wires (except trolley wires) in such territory to be placed underground. All transmission wires used by the Company within the City limits, carrying a pressure of 1,000 volts or more shall be placed underground.

Feeder and transmission wires, not required to be placed underground, shall be suspended by insulators upon said poles supporting said trolley wires or upon poles placed at the side of streets, alleys or other public ways in locations to be approved by the Commissioner of Public Works. These wires and poles shall be so situated that the Company may conveniently make all the connections authorized by said ordinance and the exhibits thereto. The said trolley wires, feeder wires and all other wires authorized by said ordinance to be installed by the Company, where located in streets, alleys, or other public or private ways in, along or across which are located railroads elevated above the surface of the streets, may be strung upon or from the structures of such railroads, with the consent of the company owning or operating the same. Said wires shall be attached to said structures and maintained under the supervision of the City Electrician.

Conduits.

Underground conduits to carry any of the wires authorized by said ordinance, to be installed by the Company, shall not exceed four (4) feet in width and three

(3) feet in depth, and shall be of tile, cement, iron or other material impervious to moisture and not subject to decay. All transmission and feeder wires and cables laid under ground shall be covered with lead or other impervious material. Before any cable containing such wires shall be put in use it shall be tested by an alternating current of twice the working voltage of the cable. All forms of cable used by the Company containing more than one conductor shall be tested in like manner.

City Conduits.

If at any time the City shall desire to place conduits and manholes in streets or public ways wherein the Company is then about to place conduits and manholes, a single trench may be used for both conduits, but the manholes of the Company shall be kept separate and distinct from those of the City. The expense in such case shall be divided between the Company and the City according to the space used by each therein.

Conductors.

All wires and conductors for the transmission of electricity in and along any street, alley or public way (whether under or above ground) shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the other uses of said public places; and all electric work of every kind and character shall comply strictly with the ordinances of the City applicable thereto.

Maintenance of Streets.

The Company, as respects filling, grading, paving, keeping in repair, sweeping, sprinkling, keeping clean, or otherwise improving the streets or parts of streets occupied by its railway, shall fill, grade, pave, keep in repair, sweep, sprinkle, and keep clean and free from snow eight (8) feet in width of all streets and public ways, or portions thereof, occupied by it with a single track railway, and sixteen (16) feet in width of all streets and public ways, or portions thereof, occupied by it with a double track railway.

In removing snow the Company shall not deposit it upon the portions of the street or public way outside of the tracks, except temporarily; and in every case of such temporary deposit it shall be removed within a reasonable time, to be fixed by the Commissioner of Public Works.

Pavement.

The Company, upon the order of the Commissioner of Public Works, and approval of the Board of Supervising Engineers, shall pave, repave, or repair the portions of the streets and public ways which by this grant it is required to keep paved and in repair, whenever and as often as the same shall reasonably require paving, repaving or repairing, and shall at all times keep the surface of all of its paving at least up to the top of the rail.

The pavement which the Company shall be required to lay down and keep in repair in the portion of any street or way which it is required herein to pave and keep in repair shall be of the following kinds, to-wit:

First. In all streets or ways in which the Company has in place, at the date of the passage of this ordinance, a good serviceable pavement, it shall repair and maintain the same while serviceable under the direction of the Commissioner of Public Works, as aforesaid.

Second. Whenever any existing pavement of the Company, in any paved street or way, can no longer be made serviceable by repair; and whenever the portions of any street or public way outside of the strip herein required to be paved by the

Company are newly paved or repaved, with asphalt, granite, brick, creosoted block, or other similar material, as aforesaid, and the pavement of the Company therein does not comply with the following specifications; and whenever the Company relays its rails in any such paved street or public way in which its pavement does not comply with the following specifications, then, and in any of such events, the Company shall pave or repave the portion of any such street or public way, which it is herein required to keep paved, with granite paving blocks having a uniform grain and texture, without lamination or stratification, and free from an excess of mica or feldspar. Said blocks shall measure from three and one-half (3½) to five and one-half (5½) inches in width, from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints), and not less than five (5) inches in depth. They shall be so dressed as to have substantially rectangular plane surfaces, so that when in place the joints at the ends and sides shall average one-fourth (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to a polish under traffic shall not be used. All blocks shall be laid in uniform courses across the roadway; and the space between the blocks, when in place, shall in no case be less than one-eighth (⅛) of an inch nor more than three-eights (⅜) of an inch in width. Each course shall consist of blocks of the same width. They shall be so laid that all longitudinal joints shall be broken by a lap of approximately three inches. The spaces shall be immediately filled to within two (2) inches of the top of the blocks with dry gravel free from loam or dirt, and the blocks rammed to a true surface and firm bed with a seventy-five (75) pound rammer of approved shape. No cracked or chipped blocks shall remain in the pavement. After ramming, the spaces between the blocks shall be completely filled with a paving pitch made by the distillation of "straight run" coal tar and of such quality and consistency as shall be approved by the Commissioner of Public Works. The pitch shall be used at a temperature of not less than two hundred and eighty (280) degrees Fahrenheit and be spread in such quantity as to apply two (2) gallons to each square yard of pavement. The spreading shall be done in sections if the Commissioner of Public Works so directs. Provided, that, in any ordinance providing for the paving of such streets the Company may be required to pave in like manner and with like material as therein specified for other contiguous portions of said streets, except that when asphalt is used a layer of granite blocks shall be put in next to and on both sides of each rail.

Third. Whenever any existing pavement of the Company, in any unpaved street, or public way, can no longer be made serviceable by repairs; and whenever the Company lays down any track or tracks in any unpaved street or public way, then, and in either of such events, the Company shall pave or repave the portions of any such street or public way, which it is required to keep paved or repaved, as aforesaid, with good serviceable granite blocks.

Fourth. In each case whereby said Exhibit A attached to this ordinance the Company is authorized and required to change a single track to a double track, in any street or part of a street, if the roadway therein be not at least thirty-eight (38) feet in width, the Company shall, at its own cost (such cost to be charged to capital account) widen said roadway to said width, and shall rebuild the catchbasins and their connections and curb and pave said street, as may be required by the City Council; provided, that the Company shall not hereby be required to pave, in addition to the part of the street occupied by its double-track street railway, as provided for in this ordinance, more than eight (8) feet in

width of such roadway nor to acquire private property in order to secure the necessary width for such roadway.

Power Houses, Buildings.

The Company shall build such power houses and auxiliary buildings, together with the necessary machinery and appurtenances as may be determined upon by said Company with the approval of the Board of Supervising Engineers to supply whatever electric power may be required (in addition to such power as the Company may acquire by lease or contract with such approval from sources other than its own plants) to enable the Company to operate at all times its street railway system efficiently and continuously.

In the construction of power plants, sub-stations and other buildings, the Company shall comply with all general ordinances of the City in regard to buildings and to the installation of machinery, boilers and smoke-consuming appliances. The buildings of said power plants shall be substantially fireproof and supplied with smoke-stacks sufficient to carry off all gases emitted, and the foundations for the machinery therein shall be constructed in a solid and substantial manner.

The machinery and apparatus employed shall be selected and installed with a view of affording uninterrupted operation of the cars upon said railways, and to attain this end the machinery shall be so arranged that a stoppage of one machine shall not prevent the operation of the remaining machines, and reserve machinery shall always be ready to be thrown into service. All boilers, piping, valves, fittings, steam engines, turbines, generators, switchboard apparatus, and other appliances used, shall be of the latest and most approved design and constructed and installed in accordance with the best engineering practice.

In all dynamos and connections where a high voltage current is produced or used approved methods for the protection of human life shall be employed.

The high tension switches shall be entirely enclosed in fireproof material, and shall be operated by levers, compressed air, auxiliary currents, or by such other means as will, as far as practicable, prevent personal contact with high tension current.

All feeders leading out of power plants and sub-stations shall be provided with some form of safety switches or automatic circuit-breakers designed to instantaneously open the circuit in case of a short circuit occurring on the feeder or on the trolley which it feeds.

All the foregoing specifications regarding modern and approved apparatus, protection from fire, and provisions for the protection of human life, shall apply with equal force to the sub-stations in case a system of transmission involving the use of sub-stations is adopted.

In case it is found desirable to secure power from any other source than the Company's own power plant no contract for supplying such power shall be entered into by the Company without the consent of the Board of Supervising Engineers.

Car Shops and Machinery.

It is contemplated that the present car shops and machinery contained therein will remain as at present installed with such additions thereto as may be necessary and located as follows:

Complete plant east of West 40th avenue, extending from Washington boulevard to the Chicago & Northwestern Railroad.

Cars.

All new cars hereafter put in service shall be of the type known as double truck cars, seating from 40 to 50 passengers; and in construction, design and equipment shall conform strictly to all the provisions of Section 10 of the ordinance.

The Company may retain in operation on said streets **until the Board of Supervising Engineers otherwise directs, 486 closed and 564 open cars** of the present single truck cars now in service, it being understood that these cars shall be selected from the best cars now in service and shall conform in every respect to all general ordinances of the City regulating such cars.

All the above cars shall be equipped with sufficient motor capacity to properly operate the cars at the schedule speed required by the service over the particular lines that they may be operated upon.

Electric or hot water heaters or heaters of other types approved by the Board of Supervising Engineers, of sufficient capacity to heat the above cars as stipulated in the accompanying ordinance, shall be used.

Every passenger car used by said Company which is not now equipped with a power brake shall, on or before nine (9) months after the passage of this ordinance, be equipped with a power brake of a type approved by the Board of Supervising Engineers.

Every passenger car used by said Company which is not now vestibuled shall, on or before nine (9) months after the passage of this ordinance, be vestibuled in such manner as may be approved by the Board of Supervising Engineers.

Rolling Stock.

The Company shall provide all necessary snow-plows, sweepers, repair cars, work cars, etc., to properly take care of its system and maintain it in first class working condition.

EXHIBIT C.

Through Routes.

ROUTE NO. 1:

Beginning at Indiana avenue and 51st street: north on Indiana avenue to 18th street; west on 18th street to Wabash avenue; north on Wabash avenue to Lake street; west on Lake street to State street; north on State street to Division street; west on Division street to Clark street; north on Clark street to **Evanston avenue; north on Evanston avenue to Devon avenue; west on Devon avenue to Clark street;** returning by the same route.

ROUTE NO. 2:

Beginning at **Halsted** street and 79th street; east on 79th street to Vincennes road; north on Vincennes road to Wentworth avenue; north on Wentworth avenue to Archer avenue; east on Archer avenue to Clark street; north on Clark street to Division street; west on Division street to Clybourn avenue; north on Clybourn avenue to Belmont avenue; returning by the same route.

ROUTE NO. 3:

Beginning at Lake avenue and 55th street; west on 55th street to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Harrison street; west on Harrison street to Dearborn street; north on Dearborn street to Washington street;

west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Clark street; north on Clark street to Howard avenue; returning by the same route.

ROUTE NO. 4:

Beginning at 75th street on South Chicago avenue; north on South Chicago avenue to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Chicago avenue; west on Chicago avenue to Larrabee street; north on Larrabee street to Lincoln avenue; north on Lincoln avenue to Bowmanville (Foster avenue); returning by the same route.

ROUTE NO. 5:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Van Buren street; west on Van Buren street to Kedzie avenue; returning by the same route.

ROUTE NO. 6:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Washington street; west on Washington street to Desplaines street; north on Desplaines street to Milwaukee avenue; north on Milwaukee avenue to Armitage avenue; west on Armitage avenue to 44th avenue; returning by the same route.

ROUTE NO. 7:

Beginning on State street at 39th street; north on State street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 8:

Beginning at Jackson Park avenue and 63d street; west on 63d street to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 9:

Beginning at 69th street and Ashland avenue; north on Ashland avenue to 12th street; west on 12th street to Paulina street; north on Paulina street to Lake street; east on Lake street to Ashland avenue; north on Ashland avenue to Clybourn place; east on Clybourn place to Southport avenue; north on Southport avenue to Clybourn avenue; returning by the same route.

ROUTE NO. 10:

Beginning at 71st street and Western avenue; north on Western avenue to Belmont avenue; returning by the same route.

ROUTE NO. 11:

Beginning at North avenue and Clark street; south on Clark street to Madison street; west on Madison street to Ogden avenue; southwest on Ogden avenue to 40th avenue; returning by the same route.

ROUTE NO. 12:

Beginning at Clark street and North avenue; west on North avenue to Wells street; south on Wells street and Fifth avenue to Adams street; west

on Adams street to Clinton street; south on Clinton street to Harrison street; west on Harrison street to the intersection of Halsted street and Blue Island avenue; southwest on Blue Island avenue to Western avenue; returning by the same route.

ROUTE NO. 13:

Beginning at 48th avenue and Archer avenue; northeast on Archer avenue to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 14:

Beginning at 46th avenue (48th avenue when the steam railroad tracks on 46th avenue are elevated) and 12th street, east on 12th street to Ogden avenue; northeast on Ogden avenue to Randolph street; east on Randolph street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 15:

Beginning on 21st street at Douglas Park; east on 21st street to Halsted street; north on Halsted street to Canalport avenue; northeast on Canalport avenue to Canal street; north on Canal street to Polk street; east on Polk street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 16:

Beginning at State and 39th streets; thence north on State street to Lake street; west on Lake street to Austin avenue; returning by the same route.

ROUTE NO. 17:

Beginning at 63d street on Kedzie avenue; north on Kedzie avenue to Chicago avenue; east on Chicago avenue to California avenue; north on California avenue to Belmont avenue; returning by the same route.

ROUTE NO. 18:

Beginning on Evanston avenue at Graceland avenue; south on Evanston avenue and Halsted street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 19:

Beginning on Chicago avenue at 60th avenue; east on Chicago avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to State street; south on State street to 63d street; returning by the same route.

ROUTE NO. 20:

Beginning on Madison street at 60th avenue; east on Madison street to and around the State street loop; returning by the same route.

ROUTE NO. 21:

Beginning on North avenue at 48th avenue; east on North avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to and around the State street loop; returning by the same route.

EXHIBIT D.

THIS AGREEMENT, Made this.....day of....., A. D, 1907, by and between the.....Trust Company, a corporation duly organized and existing under and pursuant to the laws of Illinois, hereinafter called the "Trustee," party of the first part, the Chicago Railways Company, also a corporation duly organized and existing under and pursuant to the laws of Illinois, hereinafter called the "Railways Company," party of the second part, and the several persons, firms and corporations owning or controlling certificates of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, who may become parties hereto by depositing their certificates of stock and receiving certificates of deposit therefor, as herein provided, hereinafter called the "Depositors," parties of the third part.

By an ordinance of the City Council of the City of Chicago, passed on the .....day of....., A. D. 1907, entitled "An Ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago," it was, among other things, provided that no right, permission or authority should thereby vest in the Railways Company, and the Railways Company should not have the right to accept said ordinance, unless at the time of such acceptance there should have been deposited with the Trustee under an agreement substantially in the form of this agreement certificates of stock duly endorsed in blank for transfer, representing not less than certain specified amounts of the capital stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, with reservation of the right to the City to modify the aforesaid provisions and conditions so as to reduce the proportion of stock of each or all of said Companies to be so deposited to such amount as to the said City should seem proper.

The Depositors, in order to enable the Railways Company to accept said ordinance, have severally deposited their certificates of stock hereunder, upon the trusts and under the conditions and stipulations of this agreement hereinafter contained as follows:

First: This agreement shall be signed by the Trustee and the Railways Company and deposited with the Trustee at its office in the City of Chicago, Illinois. Holders of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, may become parties hereto by depositing the certificates for their stock with the Trustee, duly endorsed in blank for transfer. Each of the Depositors shall thereafter, upon demand of the Trustee, execute or procure such further transfers, assignments, powers of attorney and proxies in respect of the stock so deposited as the Trustee may deem necessary or proper. Each of the Depositors shall be entitled to receive from the Trustee a certificate in form substantially as follows:

The.....Trust Company, as Trustee under the Agreement hereinafter referred to, hereby certifies that..... .....has delivered to said Trustee certificates duly endorsed in blank for transfer for.....shares of the .....stock of the.....

Company, in acceptance of a certain Agreement, dated..... .....A. D. 1907, between the Chicago Railways Company, the Depositing Stockholders of said..... Company, and other depositors, and said.....Trust Company, as Trustee, to be held and disposed of as in said Agreement provided and the registered holder, at the time, of this certificate will be entitled, upon receipt thereof by said Trustee and upon surrender hereof and upon compliance by him with the terms and conditions of said allotment, to the securities or other proceeds allotted in respect of said deposited shares under such Plan of Reorganization as may be finally approved in accordance with the provisions of said Agreement. On the conditions in said Agreement specified, said deposited certificates first above mentioned shall be returned to said registered holder upon surrender hereof. This certificate is transferable but only on the books of the Trustee and subject to the terms of said Agreement in that behalf; and the Trustee and all other persons interested in or under said Agreement shall be entitled to treat the registered holder as the absolute owner and beneficiary for all purposes.

This.....day of....., A. D. 1907.

.....Trust Company,

Trustee,

By.....

Each such certificate shall be transferable only on the books of the Trustee by the registered holder thereof in person or by attorney upon surrender of such certificate, duly endorsed or assigned. Each such transfer shall entitle the transferee to all the rights, powers and advantages represented by such certificate of deposit, but no such transfer shall relieve the party making such transfer from any obligation herein expressed.

Second: If, prior to the last day allowed for acceptance of said ordinance by the Railways Company, under the terms of said ordinance or any ordinance amendatory thereof or supplemental thereto, there shall not have been deposited hereunder with the Trustee certificates of stock of said several Companies in the amounts which may be necessary to enable said Railways Company to accept said ordinance, or if said Company shall for any reason fail to accept said ordinance, then the Trustee shall return the stocks deposited hereunder to the holders of the respective certificates of deposit therefor upon surrender of such certificates, duly endorsed or assigned.

Third: In the event that the Railways Company shall accept said ordinance and a plan of reorganization or readjustment shall be approved as in said ordinance and in this agreement provided, then and in that event the Trustee or the Railways Company with the approval of the Trustee, is hereby authorized to enter into any contract or contracts, or to take any action not inconsistent with the provisions of said ordinance or of this agreement for the disposition of all or any part of the beneficial interest appertaining to said shares of stock deposited hereunder which shall or may be necessary to carry into effect the terms of such plan of reorganization and readjustment, provided the Trustee shall receive the stocks, securities or other benefits allotted under such plan in respect of the stocks deposited hereunder for delivery to the holders of certificates of deposit representing such last-named stocks, upon performance of the conditions, if any, attached to such delivery by the terms

of said plan of reorganization or readjustment, but only in case the said plan shall conform to the conditions and requirements in this agreement set forth.

Fourth: No plan or any modification thereof shall be operative, unless and until the allotment of securities of the Railways Company, or other benefits, to the depositors, as well as any other provisions of said plan (or modification thereof) affecting said depositors shall be approved by Peter S. Grosscup, and by John C. Gray, as being based on the legal rights of said depositors as of the date of the passage of said ordinance under the respective leases to and from said Companies and as being fair and just to each class of depositors relatively to the treatment accorded to every other class of stocks, securities and evidences of indebtedness; and in determining said questions no discrimination against any of said stocks shall be made because of the passage of this ordinance or the deposit of said stocks hereunder, or because of any proceedings heretofore or hereafter taken in the Circuit Court of the United States for the Northern District of Illinois under the amended and supplemental bills filed by the Guaranty Trust Company of New York in said Circuit Court in the three cases of said Guaranty Trust Company of New York vs. the North Chicago Street Railroad Company and the West Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, the said amended and supplemental bills against the North Chicago Street Railroad Company and the West Chicago Street Railroad Company, respectively, having been filed on July 23, 1906, and against the Chicago Union Traction Company on June 30, 1906, or because of the pleadings filed therein in response or pursuant thereto, or because of any action of the Directors of any of the Companies named in this agreement in authorizing or purporting to authorize the filing of such pleadings, or because of any action hereafter taken by any of the Boards of Directors of any of said Companies. Any plan approved in accordance with this agreement shall contain a provision for paying out of the securities and benefits set apart for the stock of said Chicago West Division Railway Company and North Chicago City Railway Company such allowance for expenses and attorneys' fees of depositing stockholders of said companies last named, respectively, as to the said John C. Gray shall seem reasonable and proper. In case of a disagreement between said Peter S. Grosscup and said John C. Gray as to said plan, or any part thereof, then the said Peter S. Grosscup and John C. Gray shall submit the question in disagreement to a third person to be selected by them. In case they fail to agree on such third person then such third person shall be selected by George W. Wickersham and Edward B. Burling. The decision of such three persons, or a majority of them, as to such plan, or any part thereof, shall be final and binding upon all the parties. The fees and expenses of the said Gray and the said third person shall be fixed by the said Gray and shall be paid as one of the expenses of the reorganization.

In case no plan shall be approved as in this agreement provided, then upon the expiration of two hundred and ten days after the passage of said ordinance, the Trustee hereunder shall return the deposited stock of the Chicago West Division Railway Company and North Chicago City Railway Company, respectively, to the holders of certificates issued hereunder upon the surrender thereof properly endorsed. In case a plan shall be approved as in this agreement provided, the deposited stock of said Chicago West Division Railway Company and North Chicago City Railway Company shall nevertheless be returned to the holders of the certificates issued by the Trustee hereunder upon the surrender thereof properly endorsed, unless within a reasonable time (which time shall be fixed by said Gray) the holders of said certificates shall have received or shall have been given an opportunity of receiving the securities or other benfits allotted to them by said plan.

It is further expressly provided that, until holders of certificates representing stock of said two Companies last named shall have received or shall have been given the opportunity or receiving said securities or other benefits, allotted to them by said plan, the right is reserved to such holders to continue or to institute any legal proceedings (which they would have had if such stocks had not been so deposited) for the purpose of protecting or establishing any rights they may have to prevent any sale of the assets of said Companies or change in the legal relations existing between, on the one hand, either of the said two companies last named, and, on the other hand, any of the other Companies in this agreement named, or the City of Chicago, or for the purpose of protecting or establishing any other rights they may have, and until such stockholders shall have received or shall have been given the opportunity of receiving such securities or other benefits, the entire beneficial interest in the stock deposited hereunder of the said Chicago West Division Railway Company and of the North Chicago City Railway Company, including the right to dividends payable thereon, shall remain in the said respective registered holders of certificates representing such stock. And the said Trustee agrees that the certificates of stock of the said Chicago West Division Railway Company and North Chicago City Railway Company deposited hereunder shall remain in the respective names of the depositors of such certificates until that time.

Sixth: Said plan of reorganization and readjustment shall extend to the holders the opportunity mentioned in sub-paragraph (c) of Section 1 of said ordinance of making deposit under said plan of all the stock, bonds and evidences of indebtedness of the North Chicago City Railway Company, the Chicago West Division Railway Company, the Chicago Passenger Railway Company, the West Chicago Street Railroad Tunnel Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, and shall determine the stocks, securities or other benefits to be allotted to the depositors of such bonds, stocks or evidences of indebtedness, respectively, and shall specify the conditions upon which the same are to be delivered, and shall make provision for the expenses and compensation of any receivers appointed of the property of any of said corporations and for the expenses of reorganization and readjustment; and shall make all said provisions to such extent and in such manner as may be deemed fair and just by those charged with the formation and approval of such plan, provided, that equal treatment be accorded to the holders of all stocks of the same class deposited hereunder and all bonds or evidences of indebtedness of the same rank and class, but the foregoing provision shall not be construed to prevent the requirement of a cash payment as a condition of deposit under said plan after such time as may be fixed in the plan or pursuant to its terms. Such plan shall also provide that all stocks or securities representing any interest in the funds described in subdivisions (1) and (2) of Section 20 of said ordinance which may be allotted in respect of the bonds, stocks or evidences of indebtedness of any of said corporations in this Article named, to the extent that such bonds, stocks or evidences of indebtedness shall not be deposited under the plan, shall nevertheless be delivered to the Trustee to be held in trust and to be applied by the Trustee under the direction of the Board of Directors of the Railways Company to perfect the title of said Railways Company to the system of street railways mentioned in and authorized by said ordinance and to remove therefrom liens and encumbrances, excepting such as are by said ordinance authorized to be created; and that such stocks, securities or other benefits shall be applied to no other purpose until such title be made complete and free from liens and encumbrances as aforesaid.

Seventh: In case the permission and authority granted to the Railways Com-

pany by said ordinance shall cease and determine by reason of the failure of the Railways Company to comply with any of the covenants or conditions of said ordinance, then (subject to the qualifications hereinafter stated) the said shares of stock deposited hereunder and all the beneficial interest appertaining to said stock shall pass to, vest in and become the property of, or be subject to the control and disposition of, the City of Chicago, or of such person or persons or corporation as said City shall by ordinance designate, and the Trustee shall deliver the certificates for said stock in its possession to or upon the order of said City; provided, however, that such title to the deposited stocks of the Chicago West Division Railway Company and of the North Chicago City Railway Company shall not pass or vest nor shall possession be so delivered unless the registered holders of the certificates issued by the Trustee hereunder representing such stocks shall have actually received or shall have been given an opportunity of receiving the securities or other benefits awarded to such holders by the plan of reorganization or any modification thereof, which may be finally approved as in Article fourth of this agreement provided; provided, further, that such title to the stocks deposited hereunder of Companies other than said Chicago West Division Railway Company and said North Chicago City Railway Company shall not so pass or vest, nor shall possession be so delivered of any of said certificates except in one or the other of the following events:

(1) In case a plan of reorganization and readjustment shall have been approved, as provided in said ordinance, and stocks or securities or other benefits shall have been delivered to the Trustee, pursuant to said plan, for distribution to the holders of certificates of deposit for such stock.

(2) In case the City of Chicago shall deliver to said Trustee an agreement in writing to the effect that the holders of certificates of deposit for such stock, issued under this agreement, shall share equally in all respects with the holders of outstanding non-deposited stock of said Companies, respectively, in any sum or value which the City, or any licensee of the City, may at any time allow or pay for the assets of said respective Companies.

Eighth: The benefits of this agreement shall be confined strictly to the parties hereto and to the City of Chicago and the same shall not be construed to create any trust or obligation to or in favor of any person or persons or corporation other than the City of Chicago, the Railways Company, the Trustee and the holders from time to time of certificates of deposit issued hereunder.

Ninth: The Railways Company agrees to accept said ordinance in case the amounts of stocks specified in said ordinance or such amounts as the City Council of the City of Chicago may specify shall be deposited hereunder; and it agrees that it will abide by any plan of reorganization approved as in this agreement provided, and will deliver its securities and take all steps and execute instruments and perform all acts which may be provided for by said plan or which to the Trustee may seem necessary or proper for the purpose of carrying out said plan.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, February 11, 1907, at 7:30 P. M.

CITY CLERK.

PROCEEDINGS
OF THE
CITY COUNCIL
CHICAGO. ILLINOIS

Regular Meeting, Monday, February 11, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, February 13, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent— None.

Ald. Werno moved to correct the printed minutes of the regular meeting held on Monday, February 4th, 1907, by striking out the word "Railway" from the 18th line from the top of page 2935, first column, and by inserting in lieu thereof the word "Railways"; also, by inserting on page 2937 before the words "Exhibit D," in the 11th line from the bottom of the second column of said page, the following: "*Also, by substituting for Exhibit D in the said ordinance to the Chicago Railways Company, the following:*"; also, by substituting the word "*Engineers*" for the word "pendi-tures," in the 27th line on page 3008, also, by inserting the word "*City*" between the word "Chicago" and the word "Railway," in the first line on page 3036; also by striking out the word "or" after the word "opportunity" in the third line of page 3053, and by inserting in lieu thereof the word "of."

The motion prevailed.

Ald. Foreman moved to approve the said minutes as corrected, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented a report from His Honor, the Mayor, containing the following list of names of the persons released from the House of Correction during the week ending February 9, 1907, together with the cause of each release:

Malphus Berger, released for wife.

John Rorty, released for A. Stener.

Geo. H. Ohl, released for son.

Hans Mernbach, released for J. Mack.

Hugh Curran, released for A. T. Seely.

Geo. Vassilin, released for D. Caloger.

Jos. Hostolek, released for mother.

Thos. Maher, released for sister.

John B. McGregor, released for wife.

Patrick Leahy, released for wife.

John Macuga, released for Rev. P. P. Kloss.

Which was ordered published and placed on file.

ALSO,

The following communications:

MAYOR'S OFFICE,
February 11, 1907.

To the Honorable, the City Council:

GENTLEMEN—I transmit herewith a letter from the Commissioner of Public Works concerning an order passed by your Honorable Body at the meeting of February 4, 1907, (Council Proceedings, 2844), directing the laying of a 12-inch water main in Emerald avenue, from 35th to 31st streets, and would suggest that you reconsider your action in passing such order and amend it to meet the suggestions of the Commissioner.

Yours very truly,
E. F. DUNNE,
Mayor.

DEPARTMENT OF PUBLIC WORKS,
February 11, 1907.

Hon. Edward F. Dunne, Mayor:

DEAR SIR—Referring to the order of the City Council which appears of record on page 2883 that the Commissioner of Public Works be and he is hereby directed to have a 12-inch water main laid in Emerald avenue, from 35th to 33d streets, provided that the same will pay a permanent annual revenue of ten cents per foot, said order should be amended so as to read as follows:

"*Ordered*, That the Commissioner of Public Works be and he is hereby directed to have a 12-inch water main laid in Emerald avenue, from 35th to 31st streets, provided the same will pay a permanent annual revenue of ten cents per lineal foot and if found necessary upon investigation."

Very truly yours,
WM. L. O'CONNELL,
Commissioner.

Ald. Bennett moved to reconsider the vote by which the order referred to in the communication of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved that the order be amended in accordance with the communication of His Honor, the Mayor, and the suggestion of the Commissioner of Public Works.

The motion prevailed.

Ald. Bennett moved the passage of the order as amended.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of

Public Works be and he is hereby directed to have a 12-inch water main laid in Emerald avenue, from 35th to 31st streets, provided the same will pay a permanent annual revenue of ten cents per lineal foot and if found necessary upon investigation.

ALSO,

The following veto messages:

MAYOR'S OFFICE,
CHICAGO, February 11, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, and published at pages 2944 to 2990, inclusive, of the current printed Council Proceedings, entitled "An Ordinance Authorizing the Chicago City Railway Company to Construct, Maintain and Operate a System of Street Railways in Streets and Public Ways of the City of Chicago."

Respectfully,

E. F. DUNNE,
Mayor.

I also return herewith, without my approval, an ordinance passed at the last regular meeting of your Honorable Body, and published at pages 2990 to 3054, inclusive, of the current printed Council Proceedings, entitled "An Ordinance Authorizing the Chicago Railways Company to Construct, Maintain and Operate a System of Street Railways in Streets and Public Ways of the City of Chicago."

Respectfully,

E. F. DUNNE,
Mayor.

My reasons for withholding my approval of the above mentioned ordinances are as hereafter stated.

In my letter addressed to Ald. Werno, Chairman of the Committee on Local Transportation, dated April 27, 1906, I stated that in dealing with the traction question "the controlling consideration must be that nothing shall be done which will impair the right of the City to acquire the street railway systems as soon as it has established its financial ability to do so." This being the controlling consideration in framing these ordinances, the right of the city to acquire the street railway properties should be fully protected in the same. This, in my judgment, has not been done.

While purporting upon their face to give the city the right to acquire the traction systems of the companies at any time upon six months' notice, the ordinances fail to provide practical methods for the acquisition of the systems. The properties can only be purchased by the payment of money. The city can only secure money by the issuance of Mueller certificates. At the present time the authority of the city to issue certificates is limited to $75,000,000. After the payment of the usual brokerage fees these certificates will not net to exceed $72,000,000 in cash. The price of the present properties—tangible and intangible—as fixed in the ordinances aggregates $50,000,000. The cost of rehabilitation, it is admitted, will be from $40,000,000 to $50,000,000 and may run up to an unlimited amount, making the total cost to the city at least $90,000,000 to $100,000,000.

One of the ordinances, to-wit: that running to the Chicago City Railway Company, requires the payment of all cash. The other requires the payment of all cash except the cost of rehabilitation which, under the terms of that ordinance, may become a lien subject to which the city may acquire.

It has been roughly estimated and stated before the Committee on Local Transportation that the cost of rehabiltation of both companies will be divided in the ratio of two-fifths in the case of the Chicago City Railway Company and three-fifths in the case of the Chicago Railways Company. If

both the companies accept the ordinances and complete rehabilitation, it might be possible for the city to acquire both plants at any time under the terms of the ordinances with $75,000,000 worth of Mueller certificates. But it was admitted during the negotiations that a consolidation of both companies is highly probable in the immediate future. Indeed, Mr. Wilson, representing the Chicago City Railway Company, in an address before the Committee on Local Transportation, flatly stated as an objection to his company agreeing to sell its plant to the city subject to the lien of the cost of rehabilitation, that he expected that that company would be called upon to expend $75,000,000 in the acquisition of the north and west side plants and in the rehabilitation of the three systems, and that he would not, therefore, consent to have incorporated in the ordinance to the Chicago City Railway Company a provision permitting the city to take over the plant subject to the lien of the cost of rehabilitation.

If the ordinance becomes effective and consolidation takes place, as is highly probable, in view of Mr. Wilson's statement and in view of the fact that the same financial interests dominate and control both companies, that consolidation will operate under the more favorable to the companies of the two ordinances and the more favorable of the two ordinances is that which runs to the Chicago City Railway Company. This ordinance must and, if it becomes effective, will be accepted within ninety days. The other ordinance need not be accepted until one hundred and sixty-five days after its passage and, in my judgment, it is highly probable that it will never be accepted. I confidently predict from what has come to my knowledge during these negotiations that a consolidation will take place within the early future and that when that consolidation does take place it will be under the ordinance of the Chicago City Railway Company which provides that the city may not acquire the plant unless upon the payment of cash to the amount of the total cost of all the properties and the rehabilitation of the same. The city being in the position of having only $72,000,00 worth of cash on hand, as at present authorized by the Mueller certificate ordinance, it will never be in a position to acquire these plants until the City Council shall see fit to pass supplemental ordinances authorizing Mueller certificates to the aggregate of at least $100,000,000.

It may be said that the City Council can pass such ordinances in the future, but from all our experience within the last two years we must know what almost insuperable obstacles will be offered to the passage of such supplemental ordinances. Although the citizens of Chicago declared for immediate municipal ownership of the traction systems of this city in the election of April, 1905, by a vote of 141,518 to 55,660, and although I was elected Mayor by a majority of nearly 25,000 on that sole issue, we all know how difficult it was, notwithstanding that tremendous popular vote, to obtain any ordinance authorizing the issuance of Mueller certificates and that when the ordinance was finally passed, it was the result of a sudden and most remarkable change in aldermanic sentiment as expressed in previous votes.

Unless a provision is now incorporated in these ordinances, limiting the cost of rehabilitation at any time to the amount of Mueller certificates authorized to be issued, in my judgment, it will be most difficult, if not impossible, judging of the future by the past, to obtain the passage of such ordinances, no matter what may be the popular sentiment upon the question.

Already the influences inimicable to municipal ownership are making themselves manifest in the State Legislature

where a bill is now pending to limit the issuance of bonds for the acquisition of public utilities. If a provision were inserted in these ordinances, as in my judgment it should be, limiting the amount to be expended by the companies on rehabilitation to an amount within the limit of the Mueller certificates now authorized or which shall hereafter be issued, it would be to the interest of both the traction companies and the people to have such ordinances passed, and as both the traction companies and the people would be interested in the passage of such ordinances, we could confidently count upon the enactment of ordinances authorizing such certificates. Nor would this delay the progress of rehabilitation. Such an ordinance could be passed with the co-operation of the traction companies and submitted to the people within one year and during that year the companies could hardly expend $22,000,000 in rehabilitation.

If these ordinances become effective in their present form without any such provision, it will be plainly and clearly to the interest of the traction companies in order to prolong the life of their tenure in the public streets to oppose at all times the passage of such ordinances. That they would exert their influences in that direction will not be denied. I, therefore, unhesitatingly state that in the present condition of these ordinances and with the strong probability that consolidation of these companies will take place under the ordinance of the Chicago City Railway Company, that it will be impossible for the city to purchase from $90,000,000 to $100,000,000 worth of property with cash while our resources under the present ordinance are limited to but $72,000,000 in cash.

Nor can we hope with any confidence, under the terms of these ordinances, that a fund will certainly be acquired out of the fifty-five per cent net receipts which becomes the property of the city. The traction companies have been very loud in their protestations that the city's portion of the net receipts will aggregate $1,350,000 during the first year of the ordinances and that these profits will increase year by year. But when they were asked in committee to guarantee that such returns would come to the city by amending their ordinances so as to guarantee at least eight per cent of the gross receipts, they utterly refused to do so. We must, therefore, view with serious misgivings their assertions that the net receipts coming to the city will be any substantial part of the gross receipts.

Before the Committee on Local Transportation an effort was made by the city's representatives to obtain a guarantee of at least eight per cent of the gross receipts but the companies refused this most reasonable proposition. Notwithstanding that refusal, you have passed these ordinaces without any provision of any character for gross receipts.

Not only do the ordinances fail to guarantee to the city an income of any character, but, if the ordinances become effective, approximately $125,000 per year, which is now paid to the city under existing ordinances, will be wiped out.

While under the terms of these ordinances the city would be compelled to pay from $90,000,000 to $100,000,000 in cash with less than $72,000,000 available, and while there is no provision for a guarantee of a sinking fund, the city is further embarrassed by a provision in the same which permits these companies to charge ten per cent contractor's profit upon the cost of rehabilitation and at the same time the ordinances permit them to make sub-contracts. Sub-contractors will not work without a contractor's profit and presumably the sub-contractor will obtain his ten per cent profit, and yet after the payment of the sub-contractor with his profit the company is empowered under the ordinances to charge ten per cent additional both

on the cost of sub-contracts and the profit obtained therefrom. There is nothing in the ordinances to prevent the gentlemen in control of these properties from organizing construction companies and having these construction companies obtain a contract, with the approval of the Board of Supervising Engineers, for the building of power houses, railway barns and other costly structures in which event the construction company will be paid its usual profit and the company in addition to this profit will be permitted to charge the people in case of purchase an additional ten per cent for the letting of these contracts.

Under the terms of the ordinances no licensee company to which the city may give a license may acquire the plants of the present companies unless upon the payment of a twenty per cent bonus over and above the price the city would have to pay if it acquired the properties for municipal ownership and operation. The reason advanced by the traction companies for insisting upon this premium was that they should be protected against the sandbagging operations of rival capitalists. That some protection, if not to this amount, should be given against the machinations of other capitalists might well be conceded but an effort was made before the Committee on Local Transportation to have the present companies consent to the incorporation in the ordinances of a provision that if a licensee company should offer to the city to accept an ordinance of similar character and give the citizens of Chicago a four cent fare, that, in such case, the companies should take the money invested in the plant and turn over the properties to the company that would give the citizens of Chicago a four cent fare. This provision the companies absolutely refused to accept. In my judgment a rival company that offered such terms to the citizens of Chicago could in no aspect of the case be considered in the light of a sandbagging corporation, and I believe that in the interest of the people of this community such a provision should be incorporated in these ordinances, particularly in view of the fact that three cent fares now prevail in Cleveland and Detroit, and will soon obtain in many other American cities, and that a four cent fare with universal transfers now obtains in Indianapolis.

Even at the expiration of twenty years, under the ordinances as at present framed, the city or any licensee company could not take possession of the property until it has paid the present companies the value of their present properties and the total cost of the rehabilitation; although at that time and for many years prior thereto the $9,000,000 worth of unexpired franchises now existing and the $4,358,743 worth of cable property, which is now part of the contract purchase price of $50,000,000, will have wholly disappeared.

There are other objections to the ordinances of quite serious character. In the precipitous haste with which the ordinances were pressed through to passage in an all-night session immediately after the adjournment of the Committee on Local Transportation at seven o'clock p. m., some twenty-eight amendments, which had not before the meeting of the Council been printed were incorporated in the ordinances, and some thirty-eight amendments were voted down. Many of the amendments offered, accepted and rejected were long and complicated, one of those accepted containing over three thousand words, and could not in the nature of things have been understood, even if heard, by the members of the City Council during the exciting session.

It is not to be wondered at, therefore, that such laudable amendments as those which provided for the arbitration of disputes between the companies and their employes, a provision limiting the cost of rehabilitation to the amount of Mueller certificates authorized, amending the clause permitting sub-contractor's profits,

requiring a guarantee of eight per cent of the gross receipts and protecting the public in the right to secure a four cent fare or a three cent fare, should have been voted down; and that no provision now appears in the ordinances regulating the maximum hours or the minimum wage to be paid to employes; nor that the agreement between John A Spoor, Thomas E. Mitten, the City of Chicago and the First Trust and Savings Bank, which purports to remove the obstruction created by the existence of the present General Electric ordinance, is not signed by any of the parties.

The ordinances have not only failed to thoroughly secure the demands of the people for early municipalization of the traction systems but the method of their passage lacked the deliberation and careful consideration which measures of such importance to the public require.

Under the provision relating to power houses and buildings, the companies are permitted to secure power from any source other than the companies' own power plants, with the approval of the Board of Supervising Engineers. This provision would permit the companies, subject only to the approval of the Board of Supervising Engineers, to make contracts for any length of time and for any price with the Edison or Commonwealth companies, and if the city took over the systems, it might be compelled to assume the burden of such a contract, no matter how remunerative it might be to the power company or however onerous it might be upon the city, or however desirable it may be for the city to furnish its own power.

Because of the foregoing serious objections, some of which, in my judgment, will make it impossible for the city, as at present circumstanced, to acquire the funds necessary to purchase these properties I am deliberately of the opinion, after receiving light from all available sources, that these ordinances, while ostensibly permitting the city to acquire the plants at any time upon six months' notice, really and in fact place the city in such a position as to make it impossible to carry out the purchase under the terms of the ordinances.

As, in my judgment, it will be impossible for the city under the terms of these ordinances, from its present existing resources procured by the sale of Mueller certificates to acquire the properties at any time for municipal ownership, these ordinances are not municipal ownership measures, but ordinances masking under the guise of municipal ownership while really and in fact giving the present companies a franchise for twenty years if not longer. This is in violation of my letter to Alderman Werno, referred to above, to which it is claimed these ordinances conform, and which letter distinctly stated that these companies should be given the right to operate "under revocable licenses," and further stated that "It is absolutely essential that nothing shall be done to enlarge these present rights of the existing companies or to deprive the city of its option of purchase at any time."

The people have demanded that any ordinances which may be passed dealing with this traction question must preserve the right of the people to municipalize at the earliest possible moment and they have a right to have their repeated demands carried out in spirit and in letter and no ordinances which in fact prevent the city from acquiring these properties for many years to come should be passed contrary to their instructions.

Respectfully,

E. F. Dunne,

Mayor.

Ald. Werno moved to reconsider the votes by which the ordinances referred to in the veto message of His Honor, the Mayor, were passed.

The motion prevailed.

Ald. Werno moved to pass the ordin-

ance running to the Chicago City Rail-Company, the veto of His Honor, the Mayor, to the contrary, notwithstanding.

In connection with the foregoing motion, Ald. Werno presented a certain report of Messrs. Bion J. Arnold, M. E. Cooley and A. B. du Pont to the Committee on Local Transportation, under date of December 22, 1906, which was ordered read by the Clerk.

Ald. Werno moved that the report be printed in the printed record of the Council Proceedings.

The motion prevailed

The following is the report:

CHICAGO, December 22, 1906.

Hon Charles Werno, Chairman, and Members of the Local Transportation Committee, Chicago City Council:

GENTLEMEN:

On December 11th you referred to your Commission on Traction Valuations the petition of the local divisions of the Amalgamated Association of Street Railway Employees of America for an increase of wages and a betterment of their conditions, requesting that we investigate the matter and report back to your committee such information as would admit of intelligent consideration of the several requests by your committee.

Your Commission met the Committee of the aforesaid local division of Street Railway Employees at the office of Mr. Arnold in the evening of December 11th, and canvassed the entire situation with these gentlemen, as set forth in their petition, a copy of which is appended to this report.

The several requests presented by the Committee representing the Street Railway Employees are briefly, as follows:

First: That a minimum of eight hours, and a maximum of ten hours, inside of twelve consecutive hours, constitute a day's work.

Second: That the minimum rate of wages for all motormen and conductors be 33 1-3 cents per hour.

Third: That all trailers be abolished.

Fourth: That all cars be vestibuled, including open summer cars.

Fifth: That all employees except those in official positions, other than motormen and conductors, viz: car cleaners, car pushers, car couplers, motor repairers, motor inspectors, car repairers, switch tenders, lamp men, grade men and signal men not affiliated with, or eligible to, other trade organizations, shall receive the same proportionate increase as trainmen, based on the highest rate of wages paid for the different classes of work by any street railway in the City of Chicago; and that all employees included in this section shall work not more than nine hours a day inside of ten consecutive hours, except in case of emergency, when time and one-half shall be paid for all overtime.

Sixth: That the ratchet and hand brake be replaced by an efficient type of power brake.

In considering the first request, it does not appear to your Commission to be practicable to adopt a minimum eight-hour and a maximum ten-hour day inside of twelve consecutive hours for reasons which on discussion the Committee representing the Street Railway Employees did not effectually disprove, and seemed to very frankly concur in.

The third, fourth and sixth requests appear to your Commission to be reasonable and we recommend they be granted as soon as practicable.

In reference to the second and fifth requests, those relating to increased wages, you asked us to furnish your Committee information in answer to three questions as follows:

1. What would the increased wages represent in money?

2. What would be the effect financially on the companies?

3. What changes would be required in the ordinance?

On obtaining exact information from the Committee representing the Street Railway Employees as to what different classes of employees the proposed increase was to apply to, the increased costs were computed on the basis proposed by the Committee.

The effect on the Chicago Street Railway Company, based on last year's business, is an increase of $704,068 for motormen and conductors, and an increase of $90,288 for other employees, or a total increase of $794,356 for its system. This is an increase of 38.3 per cent over the present wages paid to trainmen and 38 per cent for other employees.

The effect on the Chicago Union Traction Company, based on last year's business, is an increase of $893,225.55 for motormen and conductors, and $129,-452.05 for other employees, or a total increase of $1,022,677.60 for its system. This is an increase of 35.5 per cent over the present wages to trainmen.

In answer to the second question, the effect on operation would be as follows:

For the last fiscal year the gross earnings of the two companies, were $16,-791,887. The operating expenses, based on 70 per cent of the gross earnings, were $11,754,321.

The increase of wages requested would bring the operating expenses to a total of $13,571,354, which is an increase from 70 per cent to 80.82 per cent.

The combined net earnings of the two companies on the same 70 per cent basis were $5,037,566. Of this amount $2,500,-000 would be required to support a capital of $50,000,000 at 5 per cent, leaving a balance for division between the city and the companies of $2,537,566, of which 55 per cent, or $1,395,661, would have gone to the city, and 45 per cent, or $1,141,905, to the companies.

If the wages be increased $1,817,032, as called for by the request of the Committee representing the Street Railway employees, the final net earnings for division between the city and the companies for the last fiscal year would have been $720,522, of which $396,293 would have gone to the city, and $324,240 to the companies.

The effect in detail on each company is given in the accompanying table, in which columns 1 and 3 contain the data and results as given in the anual reports of the two companies for the last fiscal year, and columns 2 and 4 the data and results based on an *operating* expense of 70 per cent of the gross earnings. The lower line gives the amounts available for division between the city and the companies. It will be observed that for the Chicago City Railway the final net earnings as operated last year lacked $100,259 of being sufficient to take care of the proposed increase of wages.

In answer to the third question relating to changes in the ordinance. The first and most obvious change would be to provide for an increased fare, or a limitation of the transfers granted, if it be desired to have any final net earnings of consequence for division between the city and the companies.

Your Commission finds on investigation that the maximum rate of 25 cents per hour now paid to motormen and conductors in Chicago is exceeded only in Denver, San Francisco and Seattle.

In Chicago the rates are 19c for the first 6 months, 24c for the second 6 months, and 25c beginning with the second year and thereafter.

In Denver the rates are 22c for the first year, 24½c for the second year, and increased thereafter at the rate of ½c per year to 27c, beginning with the sixth year, and thereafter.

In San Francisco the rates are 25c for the first year, and increased to 27½c the fifth year, and thereafter.

In Seattle the rates are 22c for the first six months, 23c for the second six

months, 24c the second year, and increased to 30c the eighteenth year, and thereafter.

In New York the motormen receive a maximum of 26c and the conductors 24½c after the fifth year.

In Boston, Buffalo, Pittsburg and Detroit, the maximum rate is 25c after periods varying from four to fourteen years.

In other large cities the maximum rate varies from 19c in Indianapolis and Montreal to 23c in St. Louis, Brooklyn and Milwaukee, and 24c in Cleveland. The foregoing rates include twenty-six of the largest cities in the United States and Canada.

The rate of 27½c in San Francisco is made possible on account of the short haul and the consequent large earnings per car. In Chicago the haul is long and the earnings per car correspondingly low. This is made clear from the reports showing the percentage of passenger receipts paid to trainmen in twenty-two of the largest cities. Minneapolis is the lowest with 14.48 per cent, and Chicago the highest with 24.15 per cent. San Francisco is eleventh with 19.72 per cent, and Seattle is next under Chicago with 24.07 per cent. In thirteen of these cities including New York, Buffalo, Cleveland and Pittsburg, the trainmen receive less than 20 per of the passenger earnings.

It appears from such information as your Commission has been able to obtain that Chicago pays the largest percentage of passenger earnings to trainmen of any city in the United States, not excepting the three cities before mentioned, in which the rate per hour is greater than in Chicago.

In explanation of this somewhat startling state of affairs your Commission is of the opinion that at least one of the contributing causes must be a less effective schedule than that used in other cities. Obviously a high rate of pay ought to go with a high percentage of gross receipts paid to trainmen. If it does not, then the conditions in Chicago must be different than those in other cities where the percentage is less and the rate higher.

An examination of the schedule in Chicago shows that the trainmen have a large amount of lay-over time, and time out for luncheon, which is all included in the day's work, and paid for the same as time running. This lay-over time we are informed amounts to 7½ per cent of the total time paid. Again, the average speed in Chicago is low on account of team traffic. As the speed is increased the number of cars may be decreased, and also the expense of operation.

To these two causes alone must be attributed in considerable degree the exceptionally large proportion of gross earnings now being paid to trainmen in Chicago. The trainmen themselves, by a more diligent dispatch of cars with less lay-over time, and by exerting themselves to avoid delays, can help largely to the increase of wages asked for. The City by a better control of team traffic can make possible a higher rate of speed and thus save in number of cars, and in cost of operation, and at the same time give a more satisfactory service. In short your Commission is of the opinion that a more hearty co-operation with the Companies on the part of the trainmen, by eliminating dead time, and by working such hours as will best serve the interests of the Companies, and of the City, by relieving the congestion due to team traffic, will not only add greatly to the comfort and satisfaction of the public, but will also make possible a reduction of operating expenses and pave the way for an increase of wages to the street railway employees.

This co-operation, if made a cardinal principle *now* at the beginning of the period of rehabilitation, cannot fail to

result in large measure to the advantage of the City, the Companies, their employees and to the public.

Respectfully submitted,

(Signed) BION J. ARNOLD,
M. E. COOLEY,
A. B. DU PONT.

"CLEVELAND, Ohio, December 27, 1906.

B. J. Arnold, The Arnold Co., Chicago:

I join with you and Cooley in signing report except section relative to vestibules on open cars which is, in my judgment, both an unnecessary expense and makes the car less desirable for passengers.

A. B. DU PONT, 8:54 a. m."

CHICAGO, December 27, 1906.

Hon. Charles Werno, Chairman, Transportation Committee, Chicago City Council, 70 La Salle street, Chicago:

DEAR SIR—The following telegram was recieved this morning from Mr. A. B. du Pont, member of the Engineering Commission to whom was referred the petition of the Committee on the Amalgamated Railway Employees, the report on which was submitted to your Committee yesterday:

"CLEVELAND, Ohio, December 27, 1906.

B. J. Arnold, The Arnold Company, Chicago:

I join with you and Cooley in signing report except section relative to vestibules on open cars which is, in my judgment, both an unnecessary expense and makes the cars less desirable for passengers.

A. B. DU PONT, 8:54 a. m."

Requesting that this be attached to Page 8 of the report, I have the honor to remain,

Yours respectfully,

(Signed) M. E. COOLEY."

TABLE SHOWING EFFECT OF INCREASE OF WAGES TO STREET RAILWAY EMPLOYES.

Chicago, December 21, 1906.

	Chicago City Railway Company.		Chicago Union Traction Company.	
	On Basis of 1906 Operating Expenses at 77.80%.	On Basis of 1906 Operating Expenses at 70%.	On Basis of 1906 Operating Expenses at 69.42%.	On Basis of 1906 Operating Expenses at 70%.
Gross earnings	$7,583,357	$7,583,357	$9,208,530	$9,208,530
Amount of increase demanded by employes (which increases operating expenses by the same amount)	794,356	794,356	1,022,677	1,022,677
Per cent of increase from	77% to 87.48% (10.48%)	70% to 80.48% (10.48%)	69.42% to 80.52% (11.10%)	70% to 81.10% (11.10%)
Net earning of Company for 1906	1,744,102	2,275,007	2,816,379	2,762,559
If increase demanded were granted the net earnings would be	949,746	1,480,651	1,793,702	1,739,882
Interest at 5 per cent on value of present property as fixed by the Committee: C. C. Ry. Co., $21,000,000; C. U. T. Co., $29,000,000	1,050,000	1,050,000	1,450,000	1,450,000
Final net earnings for division between the City and Companies on present rate of wages without the increase as asked	649,102	1,225,007	1,366,379	1,312,559
Final net for division between City and Companies if increase is made	*—100,254	+ 430,651	+ 343,702	+ 289,882

*This is a minus quantity, the net earnings not being sufficient to take care of the proposed increase.

ADDENDA.

The following requests were submitted by a committee representing the local Divisions of the Amalgamated Association of Street and Electric Railway Employes of America to the Local Transportation Committee of the City Council of the City of Chicago, through their Chairman, Charles E. Werno, a copy of which is presented to you for your consideration:

GENTLEMEN—Believing the negotiations now pending between your body and the officials of the street railways, who are seeking concessions from the city, will result in some solution of the problem before you:

We, the committee selected to represent ten thousand electric railway employes, in the preparation and presentation of conditions which would make our occupation more desirable and remunerative, and to better conserve the interests and safety of the public, beseech your honorable body to consider the following requests in regard to wages and conditions:

And we further earnestly request that you give to our committee appointed to represent this large body of employes, a hearing before your body to present to you, in detail, information supporting our requests.

First—The minimum work day shall be eight hours, and maximum work day ten hours, inside of twelve consecutive hours.

In making this request we hold that the public is vitally interested in that when a man has worked eight hours, his vitality wanes to such a degree that he is not an efficient operative and therefore endangers the safety of the traveling public, and public policy recognizes that the best results are obtained through not requiring that men filling responsible positions work more than eight hours.

Second—We request thirty-three and one-third (33 1-3) cents per hour be established as the minimum rate paid to all motormen and conductors.

You can readily perceive that men receiving the above hourly rate for an eight-hour day, would receive only two dollars and sixty-six and two-thirds cents; and if they worked nine hours would receive three dollars, which is anything but an excessive amount of money upon which to support a family and educate children.

Third—We request that trailers be absolutely abolished.

In making this request we consider the running of trains in the public streets as exceedingly dangerous.

Fourth—We request that all cars be vestibuled throughout the year. Glass pane in front (single).

This is not alone a protection for the motorman from dust and storms, but also tends to a safer operation of the cars.

Fifth—All men, except those employed in official positions, employed by any street railway, other than motormen and conductors, viz.: Car cleaners, car pushers, car couplers, motor repairers, motor inspectors, car repairers, switch tenders, lamp men, grade men and signal men not affiliated with or eligible to other trade organizations, shall receive the same proportionate increase as trainmen, based upon the highest rate of wages paid for the different classes of work by any street railway in the City of Chicago. All employes included in this section shall work not more than a nine-hour day, inside of ten consecutive hours, except in a case of emergency, when time and one-half shall be paid for all overtime.

Our reason for putting this request in the form that we have is that hitherto various rates have been paid these classes of employes by the different street railway companies, wherein they claim that all should be paid the same for like service.

Sixth—We request that the rachet and

hand brake be eliminated and an efficient type of power brake be substituted.

The granting of the foregoing requests would attract more capable and efficient men to the street railway occupation, thereby insuring better service to the public.

J. H. LARKIN,
President.

J. T. SULLIVAN,
Secretary.

Representing Committee of Divisions.

In connection with the subject under consideration, Ald. Werno presented the following resolution, adopted by the Board of Directors of the Chicago Railways Company, which was ordered published and referred to the Committee on Local Transportation:

WHEREAS, The City Council of the City of Chicago, on February 4, 1907, passed an ordinance entitled, "An Ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago," in and by the 44th Section of which ordinance it was and is provided as follows, to wit:

"ACCEPTANCE.

"Section 44. This ordinance shall not take effect or be in force unless and until a majority of the votes cast upon the following question of public policy at the election to be held in the City of Chicago, on the first Tuesday in April, A. D. 1907, are in the affirmative:

'For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15, 1907), authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said city, and, providing for the purchase thereof by the said City or its licensee.'

"In the event, and only in the event, that the said question of public policy is submitted to the electors of said city at said election, and a majority of the votes cast upon the said question at said election are in the affirmative, then, and in that event, this ordinance shall take effect and be in force from and after the acceptance of this ordinance, in accordance with the conditions hereof, by the Company, under its corporate seal, after the said first Tuesday in April, A. D. 1907; provided, that if the Company shall not file with the City Clerk of said city the penal bond hereinabove mentioned and its formal acceptance of this ordinance and of all its terms and conditions, within one hundred and sixty-five (165) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect," and,

WHEREAS, It is claimed and asserted by some that said ordinance would become valid and binding as against the City and in favor of the Company, should the Company accept the same notwithstanding the Section above quoted, and regardless of whether the votes of a majority of those voting upon said question at the city election to be held on the 2nd day of April, A. D. 1907, shall be in the affirmative or negative; and

WHEREAS, This Company does not desire to undertake the reconstruction of the street railways covered by said ordinance if it is disapproved by a majority of the voters of the City who may vote upon said question; and

WHEREAS, Henry A. Blair, the Vice-President of this Company, has prepared and signed a communication dated February 7th, 1907, addressed to the Honorable Charles Werno, Chairman of the Local Transportation Committee of the City Council of the City of Chicago which is in words and figures, as follows towit:

"CHICAGO, Illinois, February 7, 1907.

"*Hon. Charles Werno, Chairman Local Transportation Committee, City of Chicago.*

"DEAR SIR—The Chicago Railways Company desires that your Committee and the City Council should clearly understand its position in regard to the clause added to the ordinance to the Company, providing that the ordiannce shall take effect only in the event a majority of the votes cast upon the question at the April election shall be in favor of the ordinance. The Company is advised by counsel that said clause is legal and valid, and the Company will not in any event or under any circumstances make any claim to the contrary. If a majority of the votes cast shall not be in favor of the ordinance, the Company will make no claim that the ordinance is operative, and will make no claim to any rights under the ordinance.

"The Company does not desire to undertake the reconstruction of the street railways covered by any ordinance which is disapproved by a majority of the voters of the City who may vote upon the question. The Company is willing to give such other assurances as may be desired by your Committee to further protect the City in the matter above referred to."

"Respectfully yours,

"CHICAGO RAILWAYS COMPANY,

"By (Signed) HENRY A. BLAIR,

"*Vice-President.*"

AND WHEREAS, The Company wishes solemnly and publicly to bind itself in the manner stated in said communication; now, therefore, be it and it is hereby

Resolved, That the action of said Henry A. Blair, as Vice-President of this Company, in signing said communication on behalf of this Company, is in accord with the attitude and purpose of this Company as heretofore informally understood and intended on the part of this Company, and the same is now hereby formally ratified, approved and confirmed; and it is

Resolved, Further, That said Henry A. Blair, as Vice-President of this Company, is hereby authorized and directed, acting for and on behalf of this Company, to deliver said communication, so signed by him as Vice-President as aforesaid, to the Honorable Charles Werno, Chairman of said Local Transportation Committee, as and for the communication of this Company; and it is

Resolved, Further, That said Henry A. Blair, as Vice-President as aforesaid, is hereby authorized and directed to deliver to said Honorable Charles Werno, as Chairman as aforesaid, simultaneously with the delivery to him of said letter, a duly certified copy of this resolution.

The following certificate accompanied the foregoing resolution:

STATE OF ILLINOIS,
COUNTY OF COOK. } SS.

I, WILLIAM N. EISENDRATH, hereby certify that I am Secretary of the Chicago Railways Company and that, as such Secretary, I have charge and custody of its records and files, and that the foregoing is a true and correct copy of a resolution duly adopted by the Board of Directors of said Chicago Railways Company at a meeting of said Board of Directors, duly called and held at the office of said Company in Chicago, Illinois, on the 8th day of February, A. D. 1907, at 10:30 o'clock A. M., a quorum of said Board of Directors being present and voting in favor of said resolution, as appears by the records of said Company in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said Corporation this 8th day of February, A. D., 1907.

WILLIAM N. EISENDRATH,

[Seal] *Secretary.*

In connection with the subject under consideration, Ald. Werno presented the following communications, which were ordered published:

CHICAGO COMMERCIAL ASSOCIATION,
February 8, 1907.

Mr. Charles Werno, Chicago, Ill.:

DEAR SIR—By direction of the Executive Committee, of this Association, I beg to transmit to you herewith copy of resolution adopted by that Committee at its meeting today.

I am also directed to convey to you the Committee's endorsement of your attitude on the important question, as evidenced by your vote, Monday, February 4, 1907.

Yours very truly,

H. C. BARLOW,
Executive Director.

Resolution adopted by the Executive Committee of the Chicago Commercial Association at meeting held February, 8th, 1907:

WHEREAS, On the 24th day of December, 1906, the Chicago Commercial Association passed certain resolutions reciting the necessity for immediate improvement of the local transportation systems, and the advantages to the city which would arise therefrom and by said resolutions called upon its members, as well as all citizens of Chicago, having at heart its best interests, to urge upon the city authorities the necessity of bringing this vexatious matter to a final and satisfactory conclusion, without further delay; and

WHEREAS, The Local Transportation Committee of the City Council recommended for passage certain ordinances, which subsequently were passed by the City Council of the City of Chicago by a vote of a large majority of the members thereof, which ordinances make all adequate provision for securing the end which this Association desires for the benefit of the city,

Be It Resolved, That the Chicago Commercial Association hereby extends its thanks to said Committee and said Council for its prompt, efficient and satisfactory action relative to said ordinances, and urges upon its members, and its fellow citizens, to leave no stone unturned to secure the approval of said ordinances at the polls at the coming April election; and that a Committee of five, with power to act, be appointed by the President of said Association, to take all necessary steps for the attainment of this object, to the end that immediate improvement may be had in street railway service, and that said improvement may be continued until Chicago attains the best and most perfect modern transportation system.

THE CHICAGO REAL ESTATE BOARD,
February 8, 1907.

Hon. Charles Werno, Chairman Committee on Local Transportation, City Hall, Chicago:

DEAR SIR—The Chicago Real Estate Board, in regular session, February 6, 1907, by resolution, appointed a Committee charged, among other matters, to convey to the fifty-six (56) members of the City Council who, on last Tuesday morning voted for the Traction Ordinances, their high appreciation of the service to Chicago—so rendered. This we now desire to do through you.

We believe the action taken in supporting these ordinances was wise and for the best interests of the people of Chicago, and will receive their hearty approval.

We also believe you cannot better carry out the wishes of the people of Chicago, whom you represent, than by standing firmly, solidly and *persistently* for these ordinances until they shall become law.

An analysis of the vote on these ordinances shows that *both* aldermen of twenty-five out of the total thirty-five Wards of the city, and *one* of the alder-

men from six of the remaining ten Wards, supported them—also that the supporting vote came equally from the Democrats and Republicans. This indicates that the action was based upon a *broad* conception of your responsibility to the people, as a whole, irrespective of the party.

We believe the great mass of the people will support your action loyally with their influence and at the polls because it secures to the people the best street car service obtainable, on the best possible terms and at the earliest possible date.

The end is in sight, for which you deserve great credit. Stand by your guns. The people will finish the battle.

WILLIAM A. BOND,
WILLIAM D. KERFOOT,
EUGENE H. FISHBURN,
E. A. CUMMINGS,
ALBERT H. WETTEN,
EDWARD A. HALSEY,
HENRY H. WALKER,
CHARLES D. RICHARDS,
WYLLYS W. BAIRD,
Committee.

CHICAGO, February 9, 1907.

Alderman Charles Werno, Chairman of Committee on Local Transportation, City Council, Chicago.

DEAR SIR—I wish to advise you, and through you the City Council, that the original agreement with regard to the General Electric Railway Company, a copy of which is shown in the proceedings of the City Council of the City of Chicago for February 4th, 1907, on pages 2915 to 2918, both inclusive, has been duly executed by John A. Spoor, Thomas E. Mitten and the First Trust and Savings Bank, and has been by me delivered to the City Comptroller of the City of Chicago, to be held by him on behalf and for the benefit of the City.

I have also deposited with the City Comptroller the original of the enclosed affidavit by Joseph D. Goodman, Secretary of the General Electric Railway Company, and I enclose a copy for your information and for the information of the City Council.

Very truly yours,
WALTER L. FISHER.

STATE OF ILLINOIS, }
COUNTY OF COOK. } SS.

JOSEPH D. GOODMAN, being duly sworn, on oath deposes and says that he is the Secretary of the General Electric Railway Company, and has been continuously the Secretary of said Company from the 8th day of June, A. D. 1898, to date. Affiant further deposes and says that the capital stock of the General Electric Railway Company consists of fifty thousand (50,000) shares of stock, of the par value of One Hundred ($100.00) Dollars each, making a total of Five Million ($5,000,000.00) Dollars of capital stock, which is all the capital stock of said Company, and that all of said stock has been issued, and is outstanding.

Affiant further deposes and says that the bonded indebtedness of said Company consists of five hundred (500) first mortgage bonds of the face value of One Thousand ($1,000.00) Dollars each, making a total bond issue outstanding of Five Hundred Thousand ($500,000.00) Dollars, and that said bonds are all the bonds of the General Electric Railway Company that have been issued, and comprise all the bond issue of said Company now outstanding.

JOSEPH D. GOODMAN,

Subscribed and sworn to before me this 8th day of February, A. D., 1907.

MASON B. STARRING,
Notary Public.

(Seal.)

Ald. Foreman asked leave to address the Council on the pending motion.

Which leave was granted.

Subsequently Ald. Bennett moved that the address of Ald. Foreman, with his consent, be printed in the record.

The motion prevailed.

The following is the text of the address:

"The so-called 'Werno Letter' of April 27, 1906, from his Honor, Mayor Dunne, to Alderman Charles Werno, Chairman of the Committee on Local Transportation, was accepted by the Committee on Local Transportation shortly after that date by a formal vote as a basis upon which it was willing to negotiate with the traction companies, at that time occupying the streets, for the settlement of the traction question.

In that letter the Mayor said amongst other things:

'The important question in this connection is whether the existing street railway service can be thoroughly and promptly improved without impairing the present rights of the City as defined by the Supreme Court. I think this can be done. The controlling consideration must be that nothing shall be done which will impair the right of the City to acquire the street railway system as soon as it has established its financial ability to do so.

The first practical step to be taken, then, appears to me to be to request the existing companies at once to indicate to your Committee whether or not they are able and willing to enter into an agreement to sell to the City all their tangible property and unexpired rights at a price to be now fixed, and to undertake the improvement of their service immediately . . . . the City to have the right to take over this property at any time upon reasonable notice. If they will join, if possible, as one company, in the reconstruction of their entire system upon plans to be adopted by the City, with their concurrence, which shall provide for unified service, through routes, universal transfers and operation under revocable license, then they should be adequately assured of the payment of the value of their present property (to be now fixed before rehabilitation) and additional investment when the City does take over the lines, and they should receive a fair return upon this present and future investment and some share of the remaining net profits while they continue to operate. Subject to these provisions, the profits of operation should go to the City as a sinking fund for the purpose of the property. The details of any such arrangement can all be worked out in conference, if the companies promptly indicate their acceptance of the fundamental principles involved. . . . The time has come for action; and if the present companies are either unable or unwilling to act within the lines indicated in the immediate future, the City should and must definitely turn to other sources for relief from these conditions which are no longer to be endured.

In this later event, I suggest that arrangements be made at once with a construction company, along the general lines of 'contract plan,' or otherwise, providing that such company shall at once proceed to take possession of the streets and parts of streets now occupied by the present companies, to which the City will then be entitled, and construct and equip in them the best possible street railway system upon agreed terms which shall include a fair construction profit."

Then follows a discussion of the features of the proposed "contract plan."

His Honor then proceeds to say:

'Municipal ownership cannot be acquired until we do this. There may be delay, but the final result will inevitably be the adoption of municipalization. . .

As between these various methods of obtaining improved service, there are certain obvious advantages, both to the

City and to the companies, in favor of proceeding by amicable agreement with the present companies, always preserving the right of municipalization. The City could probably secure in this way a more immediately complete reconstruction of the system and a greater immediate improvement of service. The price which the City would have to pay for the present property and future improvements would be definitely fixed at the present time, so that it would be known exactly how much money it is necessary to raise for municipal purchase. The work of reconstruction would proceed under plans and specifications prepared by the City and under efficient public audit and account. The City would avoid a further period of controversy and strife with the companies. It might obtain a larger percentage of the profits of operation than could be obtained by a system of car licenses or reduction of fares under the police power.'

Pursuant to this letter and the subsequent action of the Committee the companies were communicated with and promptly signified their willingness and did proceed soon afterward to take up negotiations with the Committee.

About that time his Honor retained Mr. Walter L. Fisher as his personal traction counsel, and, at his request, Mr. Fisher was also employed by the Committee on Local Transportation as its counsel. He continuously represented and advised both the Mayor and the Committee in the negotiations from the date of his employment until the ordinances were reported to the City Council.

The negotiations proceeded without interruption from that time until the 15th day of January, 1907, and resulted in the preparation of the ordinances, which ordiances were on that date reported to the City Council by the Committee.

It was not until the work of the Committee was about completed that his Honor, the Mayor, found that he must withhold his approval of the ordinances because of the inclusion and omission of certain provisions which at that time his Honor set out in some detail.

I submit that a candid, unprejudiced analysis of the ordinances will disclose the fact that they conform in every essential respect to the requirements set down by his Honor in his letter. In fact, they contain concessions which are beyond any that seemed to be either suggested or required in that document.

It is to be regretted that the Mayor has permitted short-sighted advisors to cause him to reverse his position and to abandon the admirable program which he laid down in his letter and which has resulted in what is without doubt the best piece of public utility legislation which has ever been passed by any legislative body in this country.

I desire to analyze some objections published and to briefly discuss them.

One of the objections is that the ordinances contain no provision for labor arbitration and for a wage scale.

The Street Railway Commission in its report suggested that future street railway ordinances should contain provisions for arbitration, but investigation at that time disclosed a wide divergence of opinion amongst thinking labor leaders on the subject. This was further demonstrated when the subject was discussed during the pendency of the present ordinances before the Committee.

A scrutiny of the propositions for compulsory arbitration and a fixed wage scale leads to the conclusion that the result thereof can be nothing less than disastrous to the Unions and without benefit to the cause. I am confirmed in this opinion by expressions of an officer of the Federation of Labor, who should have the right to speak with authority upon this subject.

I quote from an article by James Duncan, First Vice-President American Fed-

eration of Labor, which recently appeared in a public print on February 9, 1907:

'Compulsory arbitration would not be arbitration at all. There is no arbitration under compulsion.

It may be said that society arbitrates the disputes of its members in matters affecting every human interest, and compels acquiescence in its decisions. That is true only in a limited sense.

Society compels obedience to law, but society does not pretend to establish legislation on many matters which are recognized as the sole business of the individual, and society does recognize "certain inalienable rights."

One of these rights is formally announced in the declaration of independence as "liberty." Now compulsory arbitration would destroy the right of the individual to the liberty of disposing of his labor by voluntary agreement in the market that he chooses to enter. That, of course, would be slavery.

There is yet another—"inalienable right" which is mentioned in the declaration of independence; it is the right to "the pursuit of happiness." Compulsory arbitration would destroy this right by compelling the individual to dispose of his labor at a price and under conditions which he might regard as entirely improper. Under these circumstances he would not very effectively engage in the pursuit of happiness.

Government by injunction and compulsory arbitration would succeed in crushing our liberties. The wage earner would be doomed to that serfdom from which he has toiled up so painfully and slowly through the long and bitter centuries.

When we talk about compulsory arbitration we need only ask: "What progress would labor ever have achieved toward the realization of its admitted rights if there had been compulsory arbitration during the years that organized labor has been developing'"?

Nor is this all. If an arbitration clause were contained in these ordinances it would put a non-union man upon as good a basis as a union man. It would take from the Union opportunity to secure concessions through its organization. It would place the question of determining what hours, wages, and conditions of labor are best for the men, not in the councils of the men who do the work, but in a Board of Arbitration, with the result that the operative would no longer find the Union necessary for the protection of his interests. The question of wages is one of contract to be controlled by the men themselves.

If a fixed minimum wage were placed in these ordinances, it would soon become the maximum wage, and the defense to a request for an increase would probably be that the wage as fixed in the ordinances was intended to be and is the proper wage. And if this were to be denied, the question would have to be referred to this Board of Arbitration, and once more the decision would be taken out of the hands of the men and their own organization.

But it may be urged that the amendment introduced on this floor last Monday night made no provision for binding the men, but merely binds the companies.

The utter absurdity of this proposition from any point of view of effectiveness must be apparent. Of what possible value can arbitration be that is binding on only one of the parties?

This amendment proposed that each of the parties, the company and the employes, should each select one arbitrator. If the men were not to be bound by the arbitration, how could they be anything but prejudiced by a finding by a board of arbitration upon which they were represented by an arbitrator, and whose finding they had refused to adhere to?

Again, in order to secure adherence of the men to the proposition as outlined in the amendment it would be necessary to secure the individual signature to these

ordinances of every man sought to be bound.

His Honor has objected that the price agreed to be paid for the properties and the amount shown by the engineers' estimate to be necessary for rehabilitation will exceed the amount of the authorized issue of Mueller certificates, and that therefore if the amount required to properly rehabilitate the properties is expended, it will require another issue of certificates in order to consummate the purchase of the roads.

This was known to his Honor all the time during the pendency of the negotiations.

The price to be paid for the properties is not the price asked by the companies, but is the price fixed by the City's own experts, one of whom is the Mayor's personal appointee, Mr. A. B. DuPont, of Detroit. The other two, as is well known, were Mr. Bion J. Arnold, who has represented the City for many years in street railway matters and whose knowledge, experience and honesty cannot be assailed, and Mr. M. E. Cooley, whose work for the State of Michigan in estimating the values of railway property, has given him a world-wide reputation on that subject.

The companies after long negotiations and over strenuous objections accepted the City's figures, and it will be recalled that Mayor Dunne at that time expressed great satisfaction at the price which the City had been able to force the companies to accept for their properties. The amount properly required for rehabilitation was well known at that time. As a matter of fact it has been known for five years. The original Arnold report set out in detail what the requirements and probable cost would be, and those requirements have not since that time decreased, but rather increased.

The proposition now is, as I understand it, that the amount that shall be expended for rehabilitation shall be the difference between the amount agreed to be paid the companies for their properties and the total amount derived from the sale of Mueller certificates.

We will assume that the Mueller certificates are held valid by the Supreme Court and that they are marketed at par. After reserving fifty millions for the purchase of the roads, we will have twenty-five millions, a part of which it is proposed we shall expend for rehabilitation. The inadequency of this sum and the proposal to postpone the complete rehabilitation until the further issue of certificates can be obtained is one that cannot fail to find and should have the street car riding public as objectors.

The one urgent and sovereign need of the City of Chicago is good street railway service; not passable street railway service, but street railway service that is perfect and up to date in all particulars.

The installation of the service which is promised by these ordinances will not endanger municipalization. That is a matter which rests entirely with the people, and if they desire to embark in ownership and operation of street railways, they will have no hesitancy in authorizing a sufficient issue of certificates to consummate it.

The next objection that has been urged is the unwillingness of the companies to guarantee a fixed amount to the City as its share of the net profits.

It occurrs to me that while this would be very desirable it is entirely inconsistent with the spirit of the Werno letter and the theory of the ordinances.

The ordinances proceed upon the condition that the companies shall be limited to 5% of the value of the property as fixed by the experts plus the new money to be invested in rehabilitation, the latter to be expended under the direct control of the Board of Surpervising Engineers, and that the City and the companies shall divide the net profits upon the basis of 55% for the City and 45% for the companies.

There is also provided in the ordinances that two funds, one of 6% and one of 8% shall be maintained, the first for the purpose of maintenance, and the second for the purpose of extension and replacement. Whatever remains of these two funds at the termination of the grant goes either to the City or its licensee and never to the Companies.

The ordinances specifically provide that the City shall not be limited in the amount which may be in those funds for either of the denominated purposes, but, on the contrary, may require as much more as may be necessary for the maintenance of the lines at par and their extension and re-equipment wherever deemed necessary by the Board of Supervising Engineers. There is also no limit of what the City may require in subway and underground trolley extensions.

We all would like such a provision if it were obtainable, but all suggestions to that end have been met by the companies with positive refusals.

The companies point out that if they guarantee the City a fixed sum as its share of the net profits, the City might easily under the terms of the ordinances require the expenditure of such sums of money in the betterment and improvement and extension of the lines and of subway and underground trolley extensions as to entirely wipe out the companies' part of the net receipts.

In view of the many benefits flowing to the City from the ordinances, it was not deemed wise to sacrifice them all because of the failure to secure this one point.

An objection that has been very vigorously urged is the provision that if the City requires the sale of property to another licensee, that there shall be 20% bonus paid to the company or companies by such other licensee.

So far as I can discover, that provision has been in the ordinances ever since the first draft was presented to the Committee. Nor do I at this time see any reason why it should be removed.

The right of the City to require the sale by the companies to a pro bono publico corporation at the same price the City could have bought and through which the City will get all the profits, except 5% interest and 5% brokerage, is preserved in these ordinances.

Speculation in Chicago's streets should cease. The City should have no choice as to which profit making corporation occupies its streets. What is wanted now is peace and good street railway service.

It must be borne in mind that the demand for 20% bonus is one to protect the companies from other companies who seek to oust them from the streets. They contend and not without some force, that if the City becomes a party to such intent, at least they should be compensated for their removal and that they should not be made the prey of a form of promoters who trade on other people's asssets.

The suggestion that such a licensee company should give 4-cent fares was met by the companies by the statement that this would be no protection to the companies but would inure to the benefit of the City.

A licensee company of this class could not be required to spend any money on subways, or underground trolleys or to make extensions or to pay the City compensation, or a part of its net profits. It might get a term grant for twenty years. None of these things were taken care of in the proposed amendment.

Another objection is the construction profit of 10%, which it is complained is broad enough to include sub-contracts let by the companies.

The part of the ordinances relating to contracts, the method of their letting and the percentage of contractor's profit was one that was properly guided by Mr. Arnold, Mr. DuPont and Mr. Cooley. The price of every article installed by

any of the companies must be approved by the Board of Supervising Engineers upon which the City has one member and of which Board Mr. Arnold is the Chairman, and there is therefore no danger that the City's interests will not be amply protected.

It must be clear that it is impossible to successfully differentiate between what is a contract and what is a sub-contract, and I know of no better way to guard against the evils feared than by resting the matter finally and definitely in the hands of the Board of Supervising Engineers.

The brief of Judge Magruder and C. N. Goodwin upon these ordinances was not given out for the purpose of illuminating the pathway to settlement, but rather with a view to obstructing it. It, therefore, need not be discussed or considered by this Council.

The question of the proper form of referendum is no longer open to discussion. There can be no doubt that a veto referendum is the only practicable and effective form. The validity of the referendum provision incorporated in these ordinances is amply sustained by the legal authorities.

The adoption of these ordinances by the City Council and their subsequent ratification by the people will do more towards the material progress of Chicago than anything that has been accomplished in this decade."

Hereupon the Chair announced that news had been received of the death of Ald. Uhlir's mother.

By unanimous consent, Ald. Uhlir was given leave to announce his vote on the passage of the pending ordinances vetoed by His Honor, the Mayor, and to have his vote entered on the record.

Whereupon Ald. Uhlir announced that he desired to be recorded as voting "nay" on the passage of each of the ordinances vetoed by His Honor, the Mayor, and it was so ordered.

After further debate, the question being put, the motion of Ald. Werno to pass the ordinance running to the Chicago City Railway Company, the veto of His Honor, the Mayor, to the contrary notwithstanding, prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Shermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombieswki, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—57.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Kohout Nolan—12.

Ald. Werno then moved that the Council do pass the ordinance running to the Chicago Railways Company, the veto of His Honor, the Mayor, to the contrary notwithstanding.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Schermann, Brennan, Conlon, Powers, Bowler, Stewart, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, Roberts, Fisher, Badenoch, Hunt, Bihl, Race—57.

Nays—Harding, Richert, Derpa, Zimmer, Uhlir, Beilfuss, Sitts, Dever, Finn, O'Connell, Kohout, Nolan—12.

The following is the *ordinance running to the Chicago City Railway Company, as passed:

AN ORDINANCE

AUTHORIZING THE CHICAGO CITY RAILWAY COMPANY TO CONSTRUCT, MAINTAIN AND OPERATE A SYSTEM OF STREET RAILWAYS IN STREETS AND PUBLIC WAYS OF THE CITY OF CHICAGO.

PREAMBLE.

WHEREAS, The Chicago City Railway Company, hereinafter called the Company, now maintains and operates a system of street railways in the streets and public ways in the south division of the City of Chicago; and

WHEREAS, The said City desires, for the proper accommodation of the public, to provide for the reconstruction, re-equipment and extension of the said street railway system now maintained and operated by the Company and for the unified operation of said street railway system together with the street railway system now maintained and operated by the Receivers of the Chicago Union Traction Company, and to be in a position as soon as practicable freely to deal with the subject of transportation in its streets as a whole, and to fix and determine the definite terms and conditions upon which the said City shall have the right to purchase and take over at any time the street railway system of the Company; now, therefore,

Be it ordained by the City Council of the City of Chicago:

AUTHORITY.

SECTION 1. That in consideration of the acceptance by the Company of this ordinance, subject to all of the provisions, conditions, requirements and limitations hereof, consent, permission and authority are hereby granted to the Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate a system of street railways in, upon and along the streets and public ways or portions thereof, in the City of Chicago, set out in the schedule marked "Exhibit A" hereto attached and made a part hereof.

The said consent, permission and authority hereby granted to said Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate the said street railways in, upon and along 22d street from the east bank of the Chicago River to Wabash avenue, are granted subject to all of the rights, franchises and privileges of the Chicago General Railway Company upon said 22d street between the points mentioned, under and by virtue of a lease of said tracks from the Chicago City Railway Company to the Chicago General Railway Company dated July 5, 1897; but shall wholly cease and determine on the 8th day of February, A. D. 1912, and are subject at all times to all the provisions, conditions and limitations of this ordinance, including the right of the City or its licensee to purchase and acquire said tracks and all of the rights hereby granted, at the times and upon the terms hereinafter provided.

The said consent, permission and authority hereby granted to said Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate the said street railways in, upon and along Main street, from Archer avenue to 31st street, and Laurel street from 31st street to 39th street, are granted subject to all of the rights, franchises and privileges of the Chicago General Railway Com-

*Amendments adopted February 4, 1907, are printed in italics.

pany upon said Main and Laurel streets between the points mentioned, under and by virtue of a lease of said tracks from the Chicago City Railway Company to the Chicago General Railway Company, dated October 1, 1897, but shall wholly cease and determine on the 4th day of February, A. D. 1915, and are subject at all times to all the provisions, conditions and limitations of this ordinance, including the right of the City or its licensee to purchase and acquire said tracks and all of the rights hereby granted, at the times and upon the terms hereinafter provided.

For the purpose of carrying into effect the desire of the said City to provide for the unified operation of said street railways, an ordinance similar to this ordinance in general provisions and character, running to the Chicago Railways Company, as grantee, covering the system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company in the north, west, and a portion of the south divisions of said City, has been presented for passage concurrently with this ordinance, and it is hereby expressly provided that, upon the passage and acceptance of said last mentioned ordinance, then in all cases where this ordinance and the said ordinance relating to the street railways now maintained and operated by the Receivers of the Chicago Union Traction Company confer grants upon more than one company in the same part of any street, the rights granted to the respective companies in such part of any street shall be construed to be for a mutual and joint use of tracks, and the rights of each company therein shall be the same as though the said ordinances making such grants had been passed and had taken effect concurrently, without regard to the actual dates of their respective passage and acceptance. Whenever such tracks are to be used jointly, they shall be constructed, maintained and operated at the equal joint expense of the said companies.

RECONSTRUCTION.

SECTION 2. The Company shall proceed at once to reconstruct portions of its track and roadbed and put its entire street railway system, plant and equipment in first-class condition, in full compliance with the specifications and provisions for such work in this ordinance and in the Exhibit hereto attached, marked "Exhibit B" and made a part of this ordinance, with the same force and effect as though herein fully set forth, and to operate and maintain said system in accordance with the provisions of this ordinance and of said "Exhibit B."

Such provisions of this ordinance as are in the nature of specifications shall be given at all times full force and effect, except in cases, if any, in which they conflict with express provisions of "Exhibit B," in which cases the latter shall prevail. The provisions of this ordinance and those of "Exhibit B," however, shall be construed together, and both, so far as practicable, be given full effect throughout the life of this grant.

EXTENSIONS.

SECTION 3. The said City shall have the right, subject to the limitations contained in this ordinance, at any time to require the Company to make extensions of and additions to the lines of street railway enumerated in said "Exhibit A." Such extensions and additions shall be made under the supervision of the Board of Supervising Engineers, as hereinafter in Section 7 provided, and the cost thereof shall be determined as provided in said section. The character and quality of such work shall comply with the specifications set forth in said "Exhibit B," so far as the same may be applicable thereto.

The Company shall promptly and within a reasonable time after the passage of this ordinance construct and equip the extensions of its street railway system

provided for in Exhibit "A," and *also* in Section 36 *hereof, subject to the provisions of said Section,* and shall operate same as a part of its system in conformity with the provisions of this ordinance, and at any time after three (3) years from the acceptance of this ordinance, the Company shall upon the order of the City Council of the City, construct and equip such additional extensions as may be required by the City and shall operate the same as a part of its system in conformity with the provisions of this ordinance; provided, that the Company shall not be obligated hereby to construct and operate any such additional extensions in any street or public way nearer any *then* existing parallel street railway tracks of the Company than one-half mile, and that the Company shall not be obligated hereby to construct more than four miles of double track railway or eight miles of single track railway in any one calendar year during the term of this grant.

The Company shall, however, upon the order of the City Council of the City, construct, equip and operate such extensions of its street railway system in addition to those hereinabove provided for as may be required by the City Council subject to the conditions and limitations contained in Section 25 of this ordinance.

The Company shall not be authorized or obligated to construct any extension of its street railway system upon streets on which street railways are not located when this ordinance goes into effect until the City has granted to the Company whatever authority in addition to this ordinance may be necessary to comply with the frontage consent laws of the State of Illinois.

MOTIVE POWER.

SECTION 4. The motive power to be used in the operation of said street railways shall be electricity, applied by the overhead trolley system or otherwise, as more particularly set forth in said "Exhibit B"; provided that the said City (subject to the limitations contained in Section 25 hereof), at any time after three years from the date of the acceptance of this ordinance, may require by ordinance, that the Company shall operate under the provisions of this ordinance any of its street railways herein authorized by electric power transmitted through working conductors carried in conduits below the surface of the street and between and underneath the rails, otherwise known as the underground trolley system, and shall thereafter cease to operate the same by overhead trolley.

USE OF POLES, CONDUITS, ETC.

SECTION 5. The Company may use its trolley poles, feeder poles, trolley wires, feeder wires and the conduits authorized and provided for in said "Exhibit B," for all purposes solely connected with the operation of its street railways, such as power, light, heat and telephonic and other signals. For such purposes the Company may connect such conduits, poles and wires with its transmission and feeder wires, power plants, substations, car houses, repair shops or other property of the Company, and with any transmission, feeder or other wires of any other individual or corporation.

JOINT USE WITH THE CITY.

The said City shall have the right, without the payment of any compensation therefor, during the life of this grant, to use the poles of the Company to carry the signal, telephone, telegraph and electric light wires and lamps of the said City. The transmission wires of the said City for such purposes shall be placed on poles of the Company, on that side of each street or way (where poles are located on both sides thereof) designated by the said Board of Supervising Engineers, without cost

or expense to the Company, but the Company shall repair and maintain its poles as one of the operating expenses of the said street railway system under this ordinance; provided, that the said City shall indemnify and save harmless the Company against and from all damages, judgments, costs or expenses which the Company may suffer by reason of any negligence of the said City in installing, maintaining or using its said wires and lamps upon said poles.

SUBWAYS.

SECTION 6. The Company hereby gives to said City and said City reserves the power by ordinance to require the Company to join with the Chicago Railways Company and with the said City in defraying the cost of the construction of a system of subways for the joint use of the said companies as down town terminals of their street railway systems, and for the use of said City and of its licensees, the legal title to said subways to be in said City, subject to the rights of the said companies under this ordinance, it being, however, an express condition of the Company being required to join in defraying the cost of such construction of such system of subways, that said subway system and the extensions thereof shall not be used for street railway purposes during the life of this grant except by the street railway systems of said companies; provided, that the companies shall not be required to contribute to the cost of said subway system any amount in excess of the pro rata cost of that part of said subway system which is to be devoted to the use of said companies or either of them and that the total amount which the said companies shall be required to contribute toward the construction of said system of subways shall not exceed the sum of five million dollars ($5,000,000), exclusive of the cost of (1) reconstructing the present tunnels under the Chicago River, (2) or of converting said tunnels into a part of said system of subways. Two-fifths of that part of the cost of the said subways (exclusive of the tunnels under the Chicago River), payable by said companies shall be borne by the Company and three-fifths of the said cost shall be borne by said Chicago Railways Company; and provided, further, the Company shall not be obligated to join in defraying the cost of the construction of such subway system until (1) the said City shall authorize the construction of said subway system by an ordinance which shall prescribe the location, character and extent of said subway system and the plans and specifications therefor, which plans and specifications shall include provisions specifying the portions thereof to be devoted to the use of said companies, respectively, and to the use of the said City and its licensees, and regulating the manner of such uses, and specifying the share of the cost of such subway system to be borne by said companies and the extent of the user to which each said company shall be entitled in that part of said subway system devoted to street railway purposes, and until, (2) the Board of Supervising Engineers shall approve the location, character and extent of and the plans and specifications for such subway system. The limitation of five million dollars as above defined shall apply to the subway system above mentioned, but shall have no application to the extensions and additions herein next mentioned.

When said subway system shall have been fully completed (but not before the expiration of five years from and after the acceptance of this ordinance) the Company (subject to the limitations contained in Section 25 hereof) may be required by ordinance to join with the said Chicago Railways Company and with the said City in defraying the cost of the construction of extensions and additions to such subway system and the Company agrees that it will pay to the said City the pro rata cost of constructing that portion of such extensions which is to be

devoted to the use of the Company and its proportionate part of the pro rata cost of constructing that portion of such extensions which is to be devoted to the joint use of the said companies; provided, however, the Company shall not be obligated to join in defraying the cost of the construction of such extensions and additions to said subway system until (1) the said City shall authorize the construction of said extensions and additions by an ordinance which shall prescribe the location, character and extent of said extensions and additions and the plans and specifications therefor, which plans and specifications shall include provisions specifying the portions to be devoted to the use of said companies and to the use of said City and its licensees, and regulating the manner of such uses and specifying the part of the total estimated cost of such extensions and additions to be borne by the said companies, respectively, and until (2) the location, character and extent of said extensions and additions and the plans and specifications therefor shall be approved by the said Board of Supervising Engineers.

The provisions of this ordinance under which the said Company obligates itself to contribute to the cost of constructing subways and extensions of subways and fixing the conditions under which the said Company is so obligated shall not have the effect or be construed to have the effect of depriving the said City of any right which the said City may have or acquire (otherwise than by virtue of this ordinance) to construct subways or extensions thereof, or to compel said Company to contribute to the cost of such subways or extensions, or to compel said Company to use the subways in whole or in part, in connection with its street railways or to fix the terms and conditions of such use. By the acceptance of this ordinance the Company admits that the City has the right and authority to construct subways and extensions of subways in the streets and parts of streets described in "Exhibit A" and in all other streets or parts of streets in which the Company is now or hereafter authorized to construct or operate street railways and the Company by such acceptance consents to the exercise of such right by the City; but the Company by the acceptance of this ordinance shall not be construed as admitting that the City now has any right otherwise than by virtue of this ordinance to compel said Company to contribute to the cost of any subway or extension thereof, or to compel said Company to use subways in whole or in part in connection with its street railways or to fix the terms and conditions of such use, or that it could acquire such right, and the exercise by the City of any such right shall not impair or in anywise affect the rights of the Company under the provisions of this ordinance in that part of any subway, or extensions thereof, to the cost of constructing which the Company shall have contributed.

Nothing in this ordinance contained shall be construed to give the said City the power to require the Company in case of the construction of said subway system, or extensions and additions thereto, and the placing of its railway tracks therein, or in a part thereof, to cease the operation of its railway, during the life of this grant, upon the surface of any of the streets or parts of streets under which the said subway system, or said extensions and additions thereto, may be constructed, so long as or whenever the City shall permit the construction or operation of any street railways upon the surface of such streets or parts of streets, respectively.

It is expressly provided that in case the capacity of that portion devoted to street railway purposes, of any subways or extensions of subways, constructed under the provisions of this section of this ordinance, shall at any time be greater than necessarily and properly required for the use of the said company or compa-

nies which have contributed to the cost of said subways or extensions thereof in the operation of their street railways therein, the City may authorize or require any other Company operating elevated railways in said City to use said subways and extensions, or parts thereof, to the extent of such surplus capacity, but only to such extent, provided that such Company shall pay a reasonable rental for such use by it, which rental shall be apportioned between the parties who have contributed to the cost of constructing the portion of such subways or extensions so used by such other company in proportion to the extent of their respective contributions; and the portion of such rental so paid to the Chicago City Railway Company shall be considered and treated as part of its gross receipts, to be disposed of under the provisions of this ordinance as other gross receipts from the operation of the street railways of said Company are to be disposed of. The City shall have the right to use the said subways and extensions for any elevated railway belonging to said City to the same extent and upon the same terms that it may authorize or require their use by any elevated railway company.

CITY TO HAVE SUPERVISION OF REHABILITATION.

SECTION 7. All of the construction, re-construction, equipment, re-equipment, extensions and additions to plant and property provided for or required by this ordinance or the Exhibits thereto, including underground trolleys, new lines, extensions, and other additions to plant and property (but not subways or extensions thereof), shall be done, performed and acquired by the Company under the direction and supervision of said Board of Supervising Engineers, and the cost and expense thereof shall be borne and paid by the Company, but no contract, subcontract or payment therefor shall be made without the written approval of said Board.

The Company shall purchase materials and equipment, and employ engineers, superintendents, clerks, foremen and workmen and shall pay all expenses of every nature, including legal expenses necessary to the proper, complete and prompt performance of the above mentioned work, upon the lowest advantageous terms and subject to the approval of the said Board of Supervising Engineers, and to the actual amount paid by the Company in and about carrying out each and all of the requirements of this Section, shall be added ten per cent. of such amount as a fair and proper allowance to the Company for conducting the said work and furnishing said equipment and five per cent. for its services in procuring funds therefor, including brokerage.

The said Board of Supervising Engineers shall, on or before the fifteenth day of each month, make a report in writing, dated the first day of such month, to the City Comptroller of the amount of money actually expended during the previous month by the Company with the approval of said Board of Supervising Engineers in and about carrying out the requirements of this Section together with the percentages of such amount in the next preceding paragraph provided for, and all amounts contributed by the Company to the cost of the said subway system or extensions thereof together with five per cent. of the amounts so contributed; and the interest provided in Section 24 hereof as a deduction from gross receipts shall begin to run upon the total amount of each such certificate from and after the date thereof.

The total amount so certified by the said Board of Supervising Engineers (including the said additional percentages thereof as hereinabove provided) shall be final and binding upon both parties hereto and shall be conclusively held and taken as the cost of the said construction, reconstruction, equipment, re-equipment, exten-

sions and additions to plant and property, including subways, underground trolleys, new lines, and other additions to plant and property, which shall be paid by the said City upon the taking over of the said street railway system as in this ordinance provided, except that said Board may at any time within sixty (60) days after the date of any such certificate correct any error or omission therein.

The said Board of Supervising Engineers shall have power to determine what work shall be treated as construction, reconstruction, equipment, re-equipment, extensions, new lines, underground trolleys or additions to plant or property to be paid for by the Company out of the capital funds to be provided by it for that purpose, and what shall be treated as maintenance, repairs and renewals, to be paid for out of the gross receipts of the Company from the operation of the street railway system hereby authorized. But any such determination of said Board shall be governed by the following provisions:

During the three (3) year period of "Immediate Rehabilitation" seventy (70) per cent. of the gross receipts shall be set apart and shall be used so far as required in defraying the operating expenses, including maintenance and repairs, and the residue of said seventy (70) per cent. shall be applied to the cost of renewals and no part of the cost of any renewal paid for out of such seventy (70) per cent. shall be charged to additional capital, and all expenditures for renewals during said three (3) years in excess of such residue of said seventy (70) per cent. shall be charged to capital account.

After such three (3) year period of "Immediate Rehabilitation," the cost of renewals shall be paid as provided in Section 16 hereof, but such expenditures (and only such expenditures) as are made for the purpose of extensions of or additions to property shall be thereafter considered as additions to capital, provided, however, that in the replacement of any principal part of the property, either existing or hereafter acquired, there shall be charged to capital the excess amount that the new property cost over the original cost of the property displaced, excepting that the value of property contained in the appraisal inventory of the property of the Company, referred to in Paragraph 1 of Section 20 hereof, shall be used instead of first cost for all property listed in such appraisal inventory.

REMOVAL OF TRACKS.

SECTION 8. The Company shall forthwith remove all tracks now owned or operated by it which it is not expressly authorized by this ordinance hereafter to maintain and operate. If it shall hereafter cease to operate over any of its tracks or any portion thereof, it shall remove such unused tracks upon the order of the City Council. Failure to operate cars for the carriage of passengers at least once each way within every hour of each day between the hours of six (6) A. M. and eight (8) P. M. over any part of a street or public place in which tracks of the Company are laid, shall be treated as a cessation of operation of its tracks in such part of street or public place within the meaning of this Section, unless such operation is interfered with by unavoidable accidents, labor strikes or litigation brought without connivance of the Company; provided, however, that the foregoing provisions of this Section shall not be construed to require or authorize the removal of curves or turn-outs or of connecting tracks specifically authorized by this ordinance or the exhibits hereto to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, or such tracks as may be necessary for a connection with the Company's property used for street railway purposes.

The City shall have the right by ordinance to require the Company to remove

any tracks or portions thereof, the further maintenance of which is at any time no longer warranted by the traffic, or reasonably required in the operation of the said street railway system, provided that the Company shall not be required to remove such tracks but may maintain or reconstruct and operate the same during the life of this grant so long as or whenever the City shall permit the construction or operation of any street railways upon the streets or parts of streets respectively from which such tracks have been so required to be removed and in every case of removal of tracks as aforesaid, the Company shall restore the street or public way to the condition of the other portions thereof, all at its own cost, such cost to be treated as an operating expense.

If the Company shall fail within a reasonable time (not to exceed 30 days) to remove any such tracks on order of the Commissioner of Public Works, the said City may remove them, charging the expense thereof to the Company; provided, however, that nothing in this section contained shall relieve the Company from its obligations at all times to render adequate service on its street railways.

RIGHT TO SELL UNNECESSARY PROPERTY.

SECTION 9. The Company shall not hereafter sell any of the property belonging to it at the time of the passage of this ordinance (except that described in Exhibit "D") or thereafter acquired by it as an addition to or extension of, or for use in connection with its said street railways, except as the same may become unnecessary or unadapted to the proper operation and maintenance of said street railways under the terms of this ordinance, and before making any such sale the Company shall secure the written approval of such sale and of the amount and terms thereof by the said Board of Supervising Engineers, and such written approval of said Board shall be conclusive of the right of the Company to transfer complete title to the purchaser, who shall not be obliged to look to the application of the proceeds of such sale.

In the event of any such sale made during the period of "Immediate Rehabilitation," the proceeds shall be deducted from the amount allowed to the Company for such reconstruction, and in the event of a sale after such "Immediate Rehabilitation" is completed, the proceeds thereof shall be deposited with the depositary or depositaries selected under the provisions of Section 16 of this ordinance and shall constitute a part of and an addition to the reserve fund provided for in said section for Renewals and Depreciation.

SERVICE REGULATIONS.

SECTION 10. The Company hereby agrees to comply with all reasonable regulations of the service of the said street railway system which may be prescribed from time to time by the City Council of said City and that the approval of any such regulation by the Board of Supervising Engineers shall be binding upon the Company (but not upon the City) as to the reasonableness thereof.

STYLE OF CARS.

All passenger cars operated by the Company shall be used for the carriage of passengers only. All such cars hereafter built or purchased shall be of the best and most approved finish, style and design to be approved by the Board of Supervising Engineers; they shall have center aisles; they shall be without running footboards along the sides, and shall be equipped with sufficient motor capacity. Cross-seats facing forward shall be used, but longitudinal seats, each seating not more than four passengers, may be used at the ends of the cars. All closed cars shall be

vestibuled, and shall be of the style and description specified and provided in said "Exhibit B," and at least one hundred fifty (150) cars of such description shall be acquired by and placed in operation upon the tracks of the Company within one (1) year from the passage of this ordinance, exclusive of delays occasioned by strikes or other causes beyond the control of the Company.

PUSH BUTTONS.

All cars operated by the Company shall be supplied with a sufficient number of electric bells, connections and push buttons to enable passengers without inconvenience to notify the conductor of their desire to leave the car.

FENDERS.

All cars shall be equipped with efficient and serviceable fender devices, headlights and sand-boxes.

BRAKES.

Each double-truck car shall be equipped with two sets of brakes, one of which shall be a hand-brake and the other an efficient power-brake of modern, improved type.

CLEANLINESS AND VENTILATION.

Said cars shall at all times be kept clean and in good repair, and shall be thoroughly ventilated.

HEATING.

The said cars shall be kept heated at the temperature of fifty (50) degrees Fahrenheit, as nearly as practicable, and each car shall contain a standard thermometer appropriately placed to enable passengers to see that this provision is complied with.

LIGHTING.

All cars shall be kept well and sufficiently illuminated by electric light or other illuminants approved by said Board of Supervising Engineers.

SIGNS.

Each car shall bear appropriate and conspicuous signs upon both its sides and ends so placed as to indicate, both day and night, the route and destination of such car. At night such signs shall be illuminated.

ADVERTISEMENTS.

The Company may permit advertisements in its cars, but no advertisement shall be placed upon the outside of any car, and only the space between the top of the windows and the transom of the car shall be used for advertisements on the inside of cars.

FUNERAL CARS AND MAIL CARS.

The Company is hereby authorized and permitted to operate funeral cars, and separate cars for the use of the United States Post Office Department, for the carriage of mail.

SINGLE CARS ONLY.

Every electric car shall be in charge and under the control of two competent men, a motorman and a conductor, and (after the expiration of one year from the

date of the passage of this ordinance, or at such earlier time as the Company shall be able to acquire the necessary rolling stock to enable it to abandon trailers) shall be operated singly.

RATES OF FARE.

SECTION 11. The Company, except as to chartered cars to private parties and as in this ordinance provided, shall be entitled to charge passengers, during the term of this ordinance, the following rates of fare, to wit:

For a continuous trip in one general direction, within the *present or future* limits of the City, over its street railways covered by this ordinance and all extensions thereof (whether owned, leased or operated by it) the sum of five cents (5c) for each passenger twelve years of age or over, and three cents (3c) for each passenger under twelve (12) years of age; provided that children under seven (7) years of age accompanied by a person paying fare shall be permitted to ride free.

UNIVERSAL TRANSFERS.

Every such passenger may demand and upon such demand shall receive from the conductor of the car upon which he first takes passage, or from some authorized agent of the Company, a transfer. Said transfer shall entitle such passenger to ride upon any other line of said street railway system owned, leased or operated by the Company or any other line of street railway operated by any other corporation from which the Company is by this ordinance obligated to accept transfers, which connects with, crosses, intersects or comes within a distance of two hundred (200) feet of the line of said street railway upon which the passenger first took passage and paid his fare. But this obligation shall not apply to any connecting point in the south division of the City of Chicago north of Twelfth street, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given at all points within said subways where lines of railway *of any such corporation or corporations* connect with each other.

The payment of a single fare shall not entitle a passenger to reverse his general direction of travel. If necessary to enable a passenger to reach his destination the conductor or other authorized agent of the Company shall issue without additional charge, a transfer upon a transfer, the same as required upon payment of a cash fare; the intention being that for a single fare the Company shall carry any passenger for a single continuous ride over any of the said lines of street railway owned, operated or leased by it, within the limits of the said City, so long as such ride is in the same general direction, although some of the lines necessary to be used by such passenger in arriving at his destination intersect or cross one another, or do not conform to such direction.

In every instance the transfer given to a passenger may designate the point or place of transfer, and the same must be used at such point or place, within a reasonable time, not exceeding fifteen (15) minutes after such point or place is reached by the car from which the passenger is transferred, provided that within said fifteen minutes a car shall pass such point or place of transfer in the direction and upon the route indicated by said transfer; but if no car shall pass such point within said time the passenger shall have the right to take the first available car passing such point in the direction indicated upon the passenger's transfer. A passenger upon any car delayed through the fault, negligence or inability of the Company shall be entitled to receive a transfer to a car upon the nearest line of the Company going in the same general direction as the delayed car.

The Company shall also on its cars accept and honor as fares, transfers issued

to passengers upon any line of street railway covered or authorized by the said ordinance to the Chicago Railways Company, hereinabove referred to as presented for passage in the City Council of said City, concurrently with this ordinance, which connects with any of said lines of the Company, under the same conditions and with like effect as though both lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance, but this obligation shall not apply to any connecting points north of Twelfth street and east of the south branch of the Chicago River and south of the main Chicago River, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given by and between said companies at all points within said subways where their lines of railway connect with each other.

The Company shall also accept and honor as fares transfers issued by the Chicago General Railway Company at all points where the railway lines of the Company connect with or intersect the lines of said Chicago General Railway Company, constructed and in operation at the time of the passage of this ordinance, with like effect as though both said lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance; upon condition, however, that said Chicago General Railway Company shall accept and honor at such transfer points, as fares, transfers issued by the Company.

The said proposed arrangement contemplates that in every instance the street railway company accepting any such transfer shall give to the passenger presenting it the same accommodations and the same transfers, if requested, to its other line or lines, as such passenger would be entitled to receive if he had paid a cash fare. *The Company shall also exchange transfers with all existing street car lines operating in the City of Chicago, not heretofore mentioned, under reasonable regulations and at all points of connection between such lines and the lines of the Company, after such time as said several franchises of said other lines now operating shall have expired and shall be extended or renewed.*

The Company, acting by itself or in conjunction with the other companies to which the provisions of this Section apply, may, with the approval of the said Board of Supervising Engineers, adopt reasonable rules and regulations not inconsistent with the provisions of this ordinance, for the transfer of passengers as provided for herein, and for the prevention of the fraudulent use of transfer privileges.

The purchase or acquisition by the City or its licensee of any street railway or railways of any company other than the Chicago City Railway Company shall not affect or impair the obligations of the Company under the provisions of this ordinance with regard to transfers and through routes in connection with, or over the line or lines so purchased or acquired, but the same shall thereafter continue in full force and effect.

NO PASSES: EMPLOYES, POLICEMEN AND FIREMEN FREE.

SECTION 12. No passes of any kind or description shall be issued or given to any person, and no person, except employes of the Company, policemen and firemen, respectively, in full uniform, shall be permitted to ride upon any street railway without the payment of fare; provided that the Company may issue to its employes free tickets for use while engaged in the performance of their duties, and may permit them to ride free when wearing an official badge of the Company conspicuously in view. The Company shall keep a record of the number of such free tickets and to whom issued.

MAIL CARRIERS.

In the event that the United States Post Office Department shall pay to the Company a sum of money based upon the system of sales of tickets in effect between the Post Office Department and the Company for the use of letter carriers during the year 1906, the said amount of money to be not less than Ten Thousand, One Hundred, Thirty-seven Dollars and Seventy-five Cents ($10,137.75) per annum, with proportionate increase in said amount for any increase in the number of letter carriers employed in the City of Chicago over the number of such carriers so employed in the year 1906, then the Company shall carry on its street railways United States letter carriers, in full uniform, at all times, without the payment of fare.

THROUGH ROUTES.

SECTION 13. The Company will co-operate with any corporation operating the street railway in Halsted street, from O'Neil street north, to operate a through line of cars in said street. Whenever the said City shall so direct and shall grant to the Company and to any corporation operating a street railway north of the South Branch of the Chicago River in Western avenue a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; also, whenever the said City shall grant to the Company and to any corporation operating a street railway north of the South Branch of the Chicago River in Kedzie avenue a license or franchise to connect their lines in said avenue, the Company will co-operate with such other corporation to operate a through line of cars in said avenue; and, also, whenever the said City shall grant to the Company and to any corporation operating a street railway in Ashland avenue north of the South Branch of the Chicago River a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; and said corporations shall thereafter operate and maintain said through lines of cars in the said streets and avenues, respectively; and the Company agrees to obtain forthwith the right to operate its cars over the street railways on Kedzie avenue between Thirty-first street and Twenty-second street and on Ashland avenue between Archer avenue and Twenty-second street, from said Chicago General Railway Company, and to use that right in the establishment of through routes, as in this ordinance provided, so long as any rights of said Chicago General Railway Company in said streets shall continue. But nothing in this ordinance contained shall be construed as enlarging or extending any right of said Chicago General Railway Company in or over any of the streets of the City; provided, that the Company shall only be required to operate said through lines across or over any river or canal, when the said City or some third party shall provide and maintain a bridge across the same upon which it may operate its cars.

The Company will co-operate with any corporation or corporations operating such of the street railway lines now operated by the Receivers of the Chicago Union Traction Company as may be parts of the through routes in this ordinance or in "Exhibit C" referred to in establishing and maintaining through lines of cars over the street railway lines of the Company and the street railway lines of the Union Traction system entering the south division of the said City, north of Twelfth street, which shall carry passengers from the south division of the said City to the other two divisions of the said City, or in the reverse directions, through the portion of the south division of said City north of Twelfth street, for a single fare.

As many cars shall be operated upon said through lines as the traffic shall require and warrant.

The parties now concerned have agreed upon certain through routes which are particularly described in "Exhibit C," which is attached hereto and made a part hereof, with the same force and effect as if herein fully set out.

The Company may establish other through routes from time to time and may discontinue the same, if and when the traffic warrants such establishment or discontinuance; but no through route specifically established by this ordinance and said Exhibit "C" shall be discontinued without the consent of the City Council of said City, and the City may by ordinance at any time require the Company to re-establish any through route and to establish new and additional through routes whenever the traffic warrants or requires such establishment or re-establishment; provided, however, that if the Company shall consider that the traffic does not in fact warrant or require the establishment or re-establishment of any through route so required by the City to be established or re-established, then in such case it shall be the duty of the Board of Supervising Engineers, upon demand either of the City or of the Company to furnish the certificate of said Board certifying as to whether or not, in the opinion of said Board, the traffic does warrant or require the establishment or re-establishment of such through route, and such certificate of the Board of Supervising Engineers shall be prima facie evidence as to whether, in fact, the traffic does or does not warrant or require the establishment or re-establishment of such through route; and the obligation of the Company in respect to such routes shall be governed by such certificate pending a judicial determination of its obligations in respect to the establishment or re-establishment of any such through route under this ordinance.

The through routes herein mentioned shall be established and put in operation immediately after the necessary reconstruction of the tracks covered by such routes.

To carry out the establishment of the through lines provided for in this section, the Company will enter into a reasonable operating agreement approved by the said Board of Supervising Engineers, with any other corporation or corporations concerned, whenever required by the said City. If the Company and the corporation or corporations operating the lines of street railway constituting said through routes, or any of them, shall be unable or fail to agree upon terms as between themselves for establishing, maintaining and operating all of said through routes within sixty (60) days after the passage of this ordinance, then and in such case it shall be the duty of the Board of Supervising Engineers to fix and determine the basis and terms, as between said Company and said corporation or corporations, upon which said through routes shall be established, maintained and operated and to notify each of the companies operating the lines of street railway constituting said through routes of said basis and terms, and thereupon it shall be the duty of the Company to proceed forthwith to establish, maintain and operate said through routes upon the basis and terms so fixed and determined by said Board of Supervising Engineers. Said companies may by agreement (with the approval of said Board of Supervising Engineers) modify such basis and terms or they failing to agree, the Board of Supervising Engineers may from time to time modify said basis and terms as to said Board shall seem fit and just.

Passengers upon the through cars operated upon any through routes, while traveling over the tracks of each company shall be entitled to the same facilities as to transfers as such companies shall be required to give to their own passengers paying cash fares.

STREET SPRINKLING AND CLEANING.

SECTION 14. The Company shall sprinkle, sweep, keep clean and free from

snow that portion of each of the streets occupied by its right-of-way, as provided in "Exhibit B," and if it shall be found practicable to have the streets occupied by its tracks swept and sprinkled their entire width by the Company, or to have street sweepings, garbage or other refuse removed by means of street cars at night, the Company shall perform said service, or so much thereof as shall prove practicable, when so ordered by the Mayor and Commissioner of Public Works, and it shall receive for such service reasonable compensation. In case the Company is called upon to remove street sweepings or other refuse, the said City shall furnish suitable and convenient dumping grounds and permit the connection of the Company's tracks therewith. The Company shall have the right to carry on suitable cars the snow required by this ordinance to be removed by it, and also, materials for its own use or for the use of the said City, and to connect its tracks and wires with property necessary to be used for such purposes.

STREET PAVING.

SECTION 15. The Company shall at its own expense fill, grade, pave and keep in repair that portion of the streets occupied by it, as more specifically provided for in said "Exhibit B."

GROOVED RAILS.

All new tracks hereafter laid and all tracks in streets hereafter newly paved or repaved shall be of grooved pattern more particularly described in said "Exhibit B."

MAINTENANCE, REPAIRS, RENEWALS AND DEPRECIATION.

SECTION 16. After the expiration of the three (3) year period of reconstruction and re-equipment, particularly required by the terms of said "Exhibit B," under the heading of "Immediate Rehabilitation" and until the rights conferred upon the Company by this ordinance are terminated by the purchase of the said street railway system by the said City or its licensee or by reason of the default of the Company or otherwise, the Company at all times shall maintain the said street railway system and its entire equipment, plant and appurtenances (including pavement and any subways or extensions thereof, together with their appurtenances and equipment, which may be built under the provisions of this ordinance) in first class condition, by making from time to time such expenditures thereon for maintenance, repairs and renewals, as may be necessary or appropriate to give to the public first class street railway service in all respects. To this end, the Company shall make the following expenditures:

(1) The Company shall expend for maintenance and repairs during each and every year that the Company continues to operate said street railway system after the expiration of the said three (3) year period of "Immediate Rehabilitation," at least a sum equal to six (6) per cent. of the gross receipts for the particular year, and if the said amount is not so expended for the said purpose by the Company during any one year, then at the end of such year the unexpended portion thereof shall be deposited in a fund, appropriately designated, with one or more of the banks or trust companies authorized to act as depositaries of such funds, under the terms and subject to the conditions of this ordinance (herein referred to as the depositary) for the purpose of being used whenever necessary for such maintenance and repairs.

The said depositaries or depositary shall make payment out of said fund upon the order of the Company, countersigned by the said Board of Supervising Engineers.

(2) On or before the fifth (5th) day of each and every month of each and

every year that the Company continues to operate said street railway system after the expiration of said three (3) year period of "Immediate Rehabilitation," the Company shall deposit with one or more of the said depositaries in a separate fund, appropriately designated, a sum equal to eight (8) per cent. of the gross receipts of said street railways and property, which shall constitute a reserve fund, for taking care of renewals and depreciation of said street railways and property for the preceding month; and out of the said fund the Board of Supervising Engineers shall from time to time authorize the payment by the Company of such amounts as are necessary to pay for renewals of the said street railways and property, the portion of said fund remaining unexpended to continue in said fund as a provision for the depreciation of said street railways and property; and shall be disposed of as hereinafter provided. No payments shall be made by said Company out of said fund except on the written certificate of the Board of Supervising Engineers for renewals, which are hereby defined to be the replacement of any principal part of said street railways or of their equipment or appurtenances; and the Board of Supervising Engineers shall determine by classifications made from time to time what particular items of expenditure shall be considered as renewals and what particular items of expenditure shall be considered as maintenance and repairs under the provisions of this ordinance.

The whole or any portion of such reserve fund for maintenance and repairs may be used for maintenance and repairs in addition to the annual expenditure for maintenance and repairs. The fixing of the said amount herein as the minimum amount to be expended annually for maintenance and repairs, and the fixing of the said amount herein as the minimum amount to be deposited for renewals and depreciation, shall not be held or considered as lessening or limiting in any way the obligation of the Company to expend whatever sum or sums may be necessary to be expended for maintenance and repairs and to expend whatever sum or sums may be necessary for renewals, to keep the said street railway system and equipment in first class condition in every respect and at all times.

The amounts expended or deposited respectively as reserve funds, under the foregoing provisions of this section, shall be considered a part of the Operating Expenses of the street railway system hereby authorized, but in the event that the said street railway system shall be purchased by the said City or its licensee at any time under the provisions of this ordinance, the amount then on deposit in each of said reserve funds, or due to be deposited therein at the time of such purchase, shall be turned over to and become the property of the said City or of its said licensee.

The obligation herein assumed by the Company as to the maintenance, repairs and renewals of subways and extensions thereof, shall be held to be confined to that portion of any such subways or extensions, together with the structures and the appurtenances and equipment thereof, which may be used by or be subject to the use of, the said Company under the provisions of this ordinance, and to its fair proportionate share of the cost of maintenance, repairs and renewals of that part of any such subway or extensions or the appurtenances or equipment thereof, which may be used by or be subject to the use of the Company jointly with the said City or its licensees or with the said Chicago Railways Company, such proportionate amount to be fixed and determined by the Board of Supervising Engineers.

INSURANCE.

SECTION 17. The Company shall at all times keep insured to its full insurable value, in responsible companies, all buildings, cars and other insurable property,

against loss by fire, and the premiums for such insurance shall be paid out of the receipts of said Company, as one of the operating expenses thereof, and in case of the destruction or damage by fire of any such property, the Company shall restore the same or its substantial equivalent at its own cost and not out of the receipts of its said street railways, or in lieu of such restoration, the Company shall deposit, as a part of the reserve fund required by the preceding Section 16, the value of the property so destroyed or damaged, which value shall be estimated by the Board of Supervising Engineers. The Company shall apply to any such deposit or to the cost of any such restoration the insurance moneys received on account of any such loss or damage. If such moneys are not equal in amount to the cost of such restoration or to the amount of the said deposit hereinabove required, the Company will at its own cost and not out of the receipts of said street railway system supply any deficit, and if the amount of such insurance moneys is greater than the said cost or deposit, the overplus shall be deposited with and become a part of and be an addition to the fund provided for in the preceding Section 16 for renewals and depreciation.

PERSONAL INJURY CLAIMS.

SECTION 18. Out of the gross receipts derived from the operation of the street railway system hereby authorized the Company shall pay as a part of the operating expenses, all damages arising or growing out of injuries to persons or to the property of others incident to the construction, reconstruction or operation of said street railway system accruing subsequent to January 31st, A. D. 1907, and the Company may set aside as a separate fund such percentage of said gross receipts as the said Board of Supervising Engineers shall estimate to be sufficient to protect the Company against all such claims, to the end that if the said City, or its licensee, shall elect to purchase the street railway property of the Company as provided by this ordinance, there shall be then available to the Company a fund sufficient to meet and discharge all legitimate claims for such damages. The percentage thus reserved may be changed from time to time by said Board of Supervising Engineers if and whenever they shall consider that the percentage theretofore reserved is either inadequate or excessive.

In case the balance of said fund at any time remaining shall be, in the judgment of the Board of Supervising Engineers, more than sufficient to protect the Company against all then unsettled claims, the Company shall pay to the said City fifty-five (55) per cent. of the estimated excess, and the Company at the same time shall be entitled to apply to its own use and benefit forty-five (45) per cent. of such estimated excess.

If the said City or its licensee shall purchase the property of the Company as in this ordinance provided, the Company shall deposit with one or more of the depositaries herein authorized the fund then accumulated under the provisions of this Section, together with all of the "net receipts" of the Company from the operation of its street railways as shall not have been divided between the Company and the City prior to the giving of the notice by the City or its licensee of its intention to purchase, and the Company shall assume and pay and save the said City or such licensee harmless from all such claims for damages, payment for the same to be made out of the fund so deposited, upon the order of the Company countersigned by the said Board of Supervising Engineers; but if the fund so retained and deposited shall be more than sufficient to pay and discharge said claims in full, then the said depositary or depositaries shall pay to the said City (or its licensee, as the

case may be) fifty-five (55) per cent. of such excess and to the Company forty-five (45) per cent. of such excess.

The salaries and expenses of the Board of Supervising Engineers after any such purchase and so long as said Board shall continue to act under the provisions of this ordinance shall be paid out of the fund deposited under the provisions of this section.

REGULATION OF SALARIES.

SECTION 19. The Company may pay to the directors, officers, agents and attorneys of the Company as a part of the operating expenses, compensation for their services commensurate with the service actually rendered by them respectively, taking into consideration the compensation paid to directors, officers, agents and attorneys of other corporations or enterprises of similar magnitude and general character for like services, but the said City by written notice thereof may object to the payment thereafter of compensation in excess of an amount or rate specified in such objection to any such director, officer, agent or attorney, and in the event of a disagreement between the Company and the said City as to the proper amount to be paid as such compensation, the matter shall be submitted to the judgment of the said Board of Supervising Engineers whose decision shall be final and binding upon the parties, except that, if either party shall be dissatisfied with such decision of said Board, then such dissatisfied party may make application to any court of competent jurisdiction to pass upon such objection and to determine the amount of the compensation or salary to be paid.

RIGHT OF CITY TO PURCHASE AT ANY TIME.

SECTION 20. The Company by the acceptance of this ordinance, shall and does grant to the said City, and the said City hereby reserves to itself the right, upon the first day of February or upon the first day of August of each and any year after such acceptance upon giving at least six (6) months' previous notice in writing of its intention so to do, to purchase and take over (but only for municipal operation in case of purchase prior to February first, A. D. 1927), the entire street railway system of the Company within the said City, including all property then existing which now constitutes the said street railway system of the Company (except such as is enumerated in "Exhibit D" hereto attached), with all renewals and repairs thereof, and including all the property, franchises, rights and claims described in the appraisal inventory of said Street Railway System as of June 30th, 1906, made by Bion J. Arnold, Mortimer E. Cooley and A. B. du Pont, a copy of which has been filed with the Comptroller of the said City on the *fourth* day of *February*, A. D. 1907, except such as may have been sold or extinguished as authorized by this ordinance, destroyed or impaired (ordinary wear excepted), and all property then existing which has been purchased or acquired by the Company after June 30th, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this section and in Section 7 hereof provided, and also all extensions of and additions (including underground trolleys, if any) to said street railways made under the provisions of this ordinance, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance.

PRICE TO BE PAID BY CITY.

In case the said City shall purchase and take over the street railway system of

the Company, as in this ordinance provided, then it shall pay for the same the aggregate of the following items:

1. The value of the property described in the said appraisal inventory and the value of all the franchises, rights and claims of every description, to construct, maintain or operate street railways in the said City now belonging to the Company, or claimed by it, which said value of such property and all of said franchises, rights and claims is hereby fixed (for the purpose of such purchase) at the sum of Twenty-one Million Dollars ($21,000,000).

2. The value of any and all property and equipment and additions thereto supplied, purchased or acquired by said Company as a part of its street railway system, between the 30th day of June, A. D., 1906, and February 1st, A. D., 1907, including any equipment and additions thereto which were in process on June 30th, 1906, of being so supplied, purchased or acquired, but excluding any property described in the aforesaid inventory, and repairs to and maintenance thereof and any expenditures in connection therewith properly chargeable to operating expenses. From such value shall be deducted the value of any property included in said inventory which shall have been lost, destroyed or impaired (ordinary wear excepted) after the 30th day of June, A. D., 1906, and prior to the 1st day of February, A. D., 1907. The value to be allowed under this paragraph Number 2 of this section shall be determined by the Board of Supervising Engineers immediately after the assumption by said Board of their duties in supervising the work of reconstruction and re-equipment in this ordinance provided for, and shall be reported by said Board to the City Comptroller of said City; and the amount so reported by said Board shall be final and binding upon the parties hereto and shall be conclusively held and taken as the value of the property and equipment in this paragraph specified.

3. The cost of reconstruction and re-equipment of said street railway lines of the Company and of the construction of new lines, extensions, underground trolleys and other additions to property actually paid by said Company at and prior to said purchase by said City and certified by the Board of Supervising Engineers, or incurred for work actually done or materials furnished with the approval of said Board under completed or pending contracts, except those for which special provision is made in subdivision 4 of this section, together with the percentages thereon as in Section 7 hereof provided, and all amounts which shall then have been contributed by the Company to the City for the construction of subways or extensions thereof, together with five (5) per cent. of said last named amounts as hereinbefore provided.

4. After the giving of the notice of the election of the said City to purchase said street railway system of the Company, as herein provided, and prior to the date fixed for said purchase, the said Board of Supervising Engineers shall make a written estimate (and furnish a copy thereof to the said Company and the said City) of the probable cost of completing any work of construction or equipment provided for by this ordinance, including the construction of new lines, extensions, underground trolleys, or other additions to property and including any extensions of the street railway system of said Company made under the provisions of Section 36 hereof, which work has, and to the extent to which it has, prior to the date of giving said notice, been contracted for by said Company, with the approval of said Board of Supervising Engineers, and the said City shall either take over and assume said contracts and procure the release of the Company from all obligation thereunder, or the said City shall, at or prior to the date of the said purchase of the street railway system of said Company, deposit with a depositary or depositaries (authorized to

act as such by this ordinance) a sufficient amount of money to pay the cost of completing such contracts according to the said estimate of the said Board of Supervising Engineers, and the said Company shall proceed, with all due diligence and care, to complete said contracts at its own expense and under the supervision of said Board of Supervising Engineers, and the cost of completing the said contracts after the date of such purchase by the City, together with the said additional percentages thereof, shall be paid from time to time by the said depositary or depositaries out of the funds so deposited, upon the written certificates of the said Board of Supervising Engineers. In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose, and in the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the City by the said depositary or depositaries holding the same, and in no event shall the Company be obligated to incur a greater expense in carying out said contract than the amount so deposited.

PAYMENT OR DEPOSIT OF PURCHASE PRICE.

Upon the deposit of the sum, if any, required by the above and foregoing paragraph numbered 4 of this section and the payment in cash of the amounts hereinbefore in paragraphs numbered 1, 2 and 3 of this section provided for, to the Company, or the deposit of said amounts to the order of the Company with one or more of the depositaries authorized to act as such by this ordinance the said City shall have full right and lawful authority, after the notice and upon any of the dates hereinbefore fixed, to take over and possess, as its own property, all the property, plant and equipment of every sort and nature (including underground trolleys), then constituting the street railway system of the Company, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance, free and clear of all liens and claims of every nature, except that the said City shall take subject to the payment of a fractional part of the unpaid taxes for the current year upon the said property, rights and equipment, equal to the fractional part of the year for which such taxes have been levied or assessed remaining unexpired at the date of such purchase, and the balance of the taxes shall be treated and paid as a part of the operating expenses prior to the sale of the property.

The Company further grants to the said City, and the said City hereby reserves to itself, the right (in addition to the right of purchase hereinbefore granted and reserved) to purchase and take over from the Company at any time prior to February first, 1927, the street railway system, rights and property of the Company, free from any limitation and restriction as to the operation thereof, at the same times and in the same manner at and upon which the City has the right under the foregoing provisions of this section to purchase the same. The price to be paid therefor by the City under the right of purchase in this paragraph granted and reserved shall be the price at which the City shall then have the right to purchase said property for municipal operation as hereinbefore specified, and in addition to such price a sum equal to twenty (20) per cent. of such price.

The property to the possession of which the said City shall then be entitled shall include all of the property then existing which constitutes the street railway system of the Company and its appurtenances at the date of the passage of this ordinance (excepting property enumerated in said "Exhibit D") and all of the property purchased or acquired thereafter by the Company, and all extensions of, or addi-

tions to, said street railways, including underground trolleys constructed under the provisions of this ordinance, and all rights of the said Company in or to any subways or extensions thereof constructed under this ordinance, and the sum then on deposit as a reserve fund, under the provisions of Section 16 of this ordinance, excepting such property as may have been sold as in this ordinance authorized, or worn out or destroyed, provided that in case of property destroyed and not then replaced in kind or in value as provided in Section 17 of this ordinance, adjustment shall forthwith be made at the time of such purchase and the obligation of the Company in that behalf discharged either in cash or by deduction from the purchase price.

In the event that it shall be determined that the City is, at the time this ordinance is passed or at the time this ordinance takes effect, without lawful power or authority to acquire or own street railways under the provisions of this ordinance or otherwise, and the City shall thereafter acquire such power or authority, thereupon and after such acquirement the City shall have the right to purchase and acquire said street railways, rights and property under the provisions of this ordinance to the same extent and in the same measure as if said City had full right and lawful authority so to purchase or acquire said street railways, rights and property at the date of the passage of this ordinance and at the date when this ordinance takes effect.

CITY PURCHASE DURING RECONSTRUCTION PERIOD.

SECTION 21. In the event that the said City shall elect to exercise its right of purchase, as in this ordinance provided, at any time prior to the completion of the work of construction, reconstruction, equipment and re-equipment within the time and in the manner provided for in said "Exhibit B," under the head of "Immediate Rehabilitation" it shall take over the same subject to the right and obligation of the Company to complete the said work of "Immediate Rehabilitation" as provided in this ordinance, carrying out the terms and conditions of said "Exhibit B" under the supervision and control of the said Board of Supervising Engineers and receiving therefor the cost thereof and the additional percentages thereon as in Section 7 of this ordinance provided.

In such event in addition to complying with the provisions of Section 20 hereof the said City shall deposit at the time of such purchase with some one or more of the banks or trust companies authorized to act as depositaries under the terms of this ordinance a sufficient amount of money to pay for the completion of the said work of "Immediate Rehabilitation," not herein otherwise provided for, which said amount shall be estimated and determined by the said Board of Supervising Engineers, and shall include said additional percentages provided for in Section 7 hereof.

The said cost of completing the said work of "Immediate Rehabilitation," together with said additional percentages thereof shall be paid from time to time by the said depositary or depositaries, out of the funds so deposited with it or them, upon the written certificates of the said Board of Supervising Engineers.

In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose.

In the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the said City by the said depositary or depositaries, and in no event shall the Company be obligated to incur a greater expense for the work of such construction, reconstruction,

equipment and re-equipment, including underground trolleys and other additions to plant and property, if any, than the amount so deposited.

RIGHT OF LICENSEE TO PURCHASE.

SECTION 22. The Company by the acceptance of this ordinance shall and does grant to the City, and the City hereby reserves to itself, the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City (herein called the "licensee") who or which shall have the right to purchase the street railway system, rights and property of the Company, at the same times and in the same manner at and upon which the City hereunder has the right to purchase the same, subject to the condition that the said licensee shall purchase the same property which the City has herein reserved the right to purchase, and that the price to be paid therefor by the said licensee shall be the price at which the City shall have the right to purchase said property for municipal operation, and in addition to such price a sum equal to twenty (20) per cent. of such price; but it is expressly provided, however, that the said licensee shall not be required to pay the said additional twenty (20) per cent. or any part thereof, if, before the purchase of said property by such licensee shall be consummated, a valid and binding contract shall be entered into between the City and its licensee, either by the passage of an ordinance and the acceptance thereof or otherwise, which shall limit the beneficial interest of the said licensee (and its stockholders, if such licensee is a corporation) in the property purchased and any improvements thereof or additions thereto to a return of the actual moneys invested therein by said licensee and not exceeding five (5) per cent. thereof, in addition thereto, and interest upon the said moneys and the said additional per cent. at a rate not exceeding five (5) per cent. per annum, and which shall provide that all net profits derived from the said property in excess of the beneficial interest of said licensee, limited as aforesaid, shall belong and be paid over to the City.

Nothing in this ordinance, however, shall have the effect or be construed to have the effect of lessening or limiting the right of the City to provide for reducing the rates of fare to be charged by such licensee in the operation of said street railway system or from using the moneys so to be paid over to the said City by said licensee for the purpose of retiring from time to time the stock or other securities issued by said licensee, subject to the limitations of this Section, or from using the said moneys in extending or adding to or improving said street railway system.

The right of the licensee of the City to acquire the said street railway system rights and property by purchase under the provisions of this ordinance shall in no way be impaired by any lack of power or authority on the part of the City itself to acquire the said street railway system, rights and property for municipal use and operation or otherwise.

Upon the purchase of the said street railway system, rights and property under the provisions of this ordinance, either by the City or by any licensee of the City, all rights, of the Company, its licensees or assigns under this ordinance in or to said street railways, rights and property or any part thereof, or the operation thereof, or receipts thereof, shall wholly cease and determine.

RIGHTS OF COMPANY IN CASE CITY DOES NOT PURCHASE FOR TWENTY YEARS.

SECTION 23. In the event that the said street railways are not purchased by the said City or its licensee as hereinabove authorized, prior to February first, A. D., 1927 (and nothing in this ordinance contained shall be construed as being in any

event a grant to the Company extending beyond February first, 1927), the said City shall have the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City as its licensee, to purchase the said street railways, property and rights of the Company at or after February first, 1927, upon the same terms that the City could then purchase, and in case such reserved right of purchase be not exercised by the said City or its licensee and the City shall grant a right to another company to operate a street railway in the streets and parts of streets constituting the said street railway system of the Company, such new company shall be required to and shall purchase and take over the said street railways, property and rights of the Company at or after February first, 1927, upon the same terms upon which the said City might then purchase and take them over.

No mortgage, trust deed or other instrument given by the Company shall impose any lien upon or create any rights in the said street railways, property and rights, without the same being made specifically subject to all the limitations, conditions and provisions of this ordinance, including the right of the said City or its licensee to acquire the said property and rights upon the terms and in the manner in this ordinance provided, and in the event of such purchase the lien of any such mortgage, trust deed or other encumbrance, and all other liens upon said street railways, property and rights, or any part thereof, shall be discharged from said street railways, property and rights and shall attach to the proceeds of the sale thereof.

INTEREST RETURN ON CAPITAL INVESTMENT.

SECTION 24. On or before the tenth day of April in each year the Company shall come to an accounting and settlement with the said City as of the thirty-first day of January last preceding, upon the following basis:

From the gross receipts of the said street railway system and property from all sources and of every kind for the year ending on said thirty-first day of January there shall be deducted for such year:

First: (1) All expenses of operation, including maintenance, repairs and renewals; (2) All amounts contributed during said year and then held in reserve under the provisions of Sections 16 and 18 hereof; (3) All amounts paid out for taxes and assessments levied and imposed upon the real and personal property of the Company, including all capital stock or franchise taxes levied or assessed after the 31st day of January, 1907, but not including any taxes which may by any court be ordered to be levied, assessed or collected after the 31st day of January, 1907, on account of the failure of the Company or any person, firm or corporation owning or having an interest in the said street railways or property, to pay any taxes which should have been paid for or on account of such street railways or property prior to the 31st day of January, 1907, and not including any sums paid by the Company to the City for city license fees, if any, exacted from the Company or its employes. (4) All salaries and expenses of the Board of Supervising Engineers by this ordinance authorized, after the period of "Immediate Rehabilitation"; and

Second: A sum equivalent to five (5) per centum per annum for said preceding year upon the amount of the cash purchase price which the said City would then be obligated to pay on account of the items specified in subdivisions 1, 2 and 3 of Section 20 hereof, if it were purchasing the property for municipal operation on such thirty-first day of January, interest being adjusted as to items added to such

purchase price during said year. In case in any year the gross receipts shall not be sufficient to pay in full the items in the "first" and "second" paragraphs of this section mentioned, then the deficit shall be paid out of the gross receipts of the subsequent year or years.

DIVISION OF REMAINING NET RECEIPTS.

After the deduction from the gross receipts of the items hereinbefore in this section provided, the amount remaining shall be considered as the net receipts for such year arising from the operation of the street railway system hereby authorized, and shall be divided between the Company and the said City in the following proportions: forty-five (45) per cent. to be retained by the Company, and fifty-five (55) per cent. to be paid forthwith by the Company to the said City, crediting thereon all amounts paid out during the preceding year by the Company for City license fees, if any, exacted from the Company or its employes.

COMMUTATION OF FARES.

It is understood and agreed that the Company's agreement and obligation to pay to the City the fifty-five (55) per cent. of the "net receipts," as hereinbefore provided is based upon its right to charge and receive the fares prescribed in Section 11 hereof and to retain as its own the forty-five (45) per cent. of the "net receipts" as is hereinabove in this section provided. The said City, however, reserves the right to, and it may at any time commute a sum not exceeding the City's share of the net receipts for the previous year into a reduction of said rates of fare; and thereafter in the event of such reduction of rates of fare the Company may deduct and retain as its share of the net receipts each year an amount equal to what would have been the Company's share of the net receipts of such year had the passengers carried during such year paid the fares prescribed in this ordinance, but the Company, after deducting and retaining its share of said net receipts so determined shall pay over to the said City the remainder, if any, of the net receipts for such year less the deductions therefrom hereinbefore provided to be made from the said City's share of the "net receipts" on account of license fees.

CITY TO ESTABLISH SINKING FUND FOR MUNICIPAL PURCHASE.

It is further provided that, subject to the action of the City Council of said City, the said City shall deposit the amount so paid to the said City to the credit of a separate fund to be kept and used for the purchase and construction of street railways by said City; but any failure to comply with this provision shall in no way affect the rights or obligations of the Company under this ordinance.

CAPITAL INVESTMENT LIMITATION.

SECTION 25. The Company shall not be required on account of any extensions of subways or on account of underground trolleys, or on account of any extensions of its street railways, other than the extensions provided for in Exhibit A, and in Section 36 of this ordinance, and four (4) miles of double or eight (8) miles of single track per annum, as in Section 3 hereof provided, to increase its total capital investment to such an extent that the return thereon over and above the interest charge of five per cent. thereon by this ordinance authorized, would be reduced to an inadequate or unreasonably small amount.

DEPOSITARIES.

SECTION 26. Any state or national bank or trust company in the City of Chicago or in the City of New York which has a capital stock and surplus amounting

to at least one million dollars ($1,000,000) may be selected and can act as a depositary under the provisions of this ordinance, provided, that no moneys shall be deposited with any such depositary under the provisions of this ordinance to an amount exceeding the total capital stock and one-half of the surplus of such depositary; and provided further that all deposits authorized or required by this ordinance (except deposits of purchase money in the event of purchase of said street railway system by the City, or its licensee) shall be made with depositaries in the City of Chicago.

DEPOSITS.

SECTION 27. The Company shall have the right to select the particular depositary or depositaries with which it shall deposit any of the funds required to be deposited by the Company under the provisions of this ordinance, and the Company shall at all times be held responsible for any loss or impairment of any such deposit, and shall promptly make good and restore at its own cost, and not out of the receipts of said street railways, any such loss or impairment. The City or its licensee, as the case may be, shall have the right to select the particular depositary or depositaries with which shall be deposited the funds required to be deposited by the City or its licensee, in the event of purchase of the said street railways by the City or its licensee under the provisions of this ordinance, and the City or its licensee, as the case may be, shall at all times be held responsible for any loss or impairment of any such deposit made by it, and shall promptly make good and restore any such loss or impairment.

Provided, that in all cases where, under the terms of this ordinance, the City is authorized or required to make any deposits of money, the City shall be free from any responsibility for loss or impairment of any such deposit, if not less than thirty days prior to the making of such deposit it shall give notice in writing to the Company of the names of the depositaries in which it shall propose to make such deposit. And the Company, if not satisfied therewith, shall give notice in writing to the City not less than twenty days after receiving such notice from the City. The notice of the Company may direct the City not to make such deposit, or any specified portion of it, with any depositary or depositaries so named by the City of which the Company may disapprove, and in such case such notice by the Company shall contain the names of qualified depositaries from which the City may choose in lieu of the names so disapproved of by the Company, and the number of the names of depositaries in such notice by the Company, from which the City is to choose, shall be at least five in excess of the number of depositaries which the Company shall disapprove of as stated in such notice. And the City, upon making deposits, in accordance with the terms of this proviso, shall be free from any responsibility for loss or impairment of any such deposits.

INTEREST ON DEPOSITS.

SECTION 28. Appropriate provision for the payment of reasonable interest on any funds deposited under the provisions of this ordinance shall be made with the depositary or depositaries of such funds by the party making such deposit. All interest which may accrue upon or be payable on account of any funds deposited under the provisions of this ordinance and any commission or allowance made directly or indirectly by any depositary on account of the funds deposited with it shall be held and considered as a part of the principal fund so deposited and shall be added to such fund as a part thereof.

The Company shall make daily deposits, with some depositary or depositaries authorized by this ordinance, of all moneys received by the Company from the opera-

tion of the said street railways and property, and shall make appropriate provision for the payment of reasonable interest on the moneys so deposited by such depositary or depositaries, which interest shall be added to and be held and considered as a part of the gross receipts of the said street railway system and property.

ANNUAL REPORTS.

SECTION 29. The Company, so long as it continues to operate any of the said street railways under this ordinance, and on or before the tenth day of April in each year shall prepare and file with the City Comptroller of said City annual reports for the preceding year ending on the 31st day of January.

Such reports shall be in writing, verified by the affidavit of the Auditor of the Company, *setting forth in reasonable detail according to* forms prescribed by said Comptroller, the character and amount of business done by the Company for the year immediately preceding such report and the amount of receipts from and the expenses of conducting the said business, and the said City Comptroller, or accountants authorized by him, under the direction of the Mayor or City Council of said City, shall have the right at all reasonable times to examine all the books, vouchers and records of the receipts and expenditures of the Company, for the purpose of ascertaining the accuracy of the reports herein required and the rights of the said City under this ordinance. The Board of Supervising Engineers shall have the power to prescribe the form and manner in which the books and accounts of the Company shall be kept subject to the approval of the City Comptroller. There shall be also an annual audit of the accounts of the Company covering all receipts and expenditures for the year ending on the thirty-first day of January next preceding, and a formal written report by public accountants selected by the City and the Company, the expenses of such audit and report to be paid out of the gross receipts of the Company as an operating expense.

In the event of any purchase of the street railways and property of the company under the provisions of this ordinance, on the first day of August of any year, there shall be an accounting and report for the preceding six months similar in character to that hereinbefore provided.

COMPANY TO MAINTAIN OFFICE IN CITY.

SECTION 30. The Company shall not remove its principal office or any of its books (except bond registry and stock transfer books), records, accounts, contracts, or original vouchers of receipts and expenditures beyond the limits of the said City, and shall maintain an office within said City so long as the Company continues to operate any part of the street railways mentioned and provided for in this ordinance under the provisions hereof.

FORFEITURE FOR NON-COMPLIANCE.

SECTION 31. The Company, by the acceptance of this ordinance, expressly agrees with the said City and obligates itself fully to comply with all of the terms and conditions of this ordinance throughout the period of time covered hereby, and so long as the Company continues to operate any street railways in said City under or by virtue of the authority hereof.

The Company further agrees that in the event that it shall make default in the observance or performance of any of the agreements or conditions herein required to be kept and performed by it, and if any such default shall continue for a period of three (3) months (exclusive of all times during which the Company may be delayed or interfered with, without its connivance, by unavoidable accidents, labor strikes or the orders or judgments of any court entered in any suit brought without

its connivance), after written notice thereof to it from the said City, then and in each and every such case, the said City by its City Council shall be entitled to declare this grant and all of the rights and privileges of the Company to maintain and operate street railways in any of the streets or public ways of the said City to be forfeited and at an end; provided, however, that should the Company, for its corporate purposes, pledge or mortgage its street railway property or any of the rights secured to it by this ordinance, or any security representing the said property or rights, for the security of the payment of its notes, bonds or other evidences of indebtedness maturing on or before February first, 1927, the amount thereof not being in excess of the value of all the property and rights of the Company, as defined in Section 20 hereof, such right of forfeiture of this grant by reason of any violation by the Company of the provisions of this ordinance shall not be asserted or exist against such pledgee or pledgees, mortgagee or mortgagees, or any of them, and shall not impair or affect the right of such pledgee or pledgees, mortgagee or mortgagees, to recover by foreclosure or other legal process against all the property of the Company, including the rights and privileges hereby granted, the face value of said notes, bonds or other evidences of indebtedness, or any security representing the said property or rights to an amount, however, not in excess of the sum for which the City would then have the right under the terms of this ordinance to purchase the said street railway property; and it is hereby stipulated that any notice of default by the Company, upon which a forfeiture shall be claimed, shall also be given by the said City to the trustee or mortgagee of record in any trust deed or mortgage securing such indebtedness. The purchaser at any foreclosure or other sale shall acquire no other or greater rights or privileges than are hereby conferred, and such purchaser shall hold said property, so purchased at such foreclosure or other sale, subject to the right of purchase at any time thereafter, as herein provided, by the said City, and also subject to the right of purchase by any licensee of the said City, upon the same terms as the said City might purchase and acquire said property for municipal operation, but without payment in either case of the additional twenty (20) per cent. provided for in Sections 20 and 22 of this ordinance; and also subject to the continuing terms, conditions and limitations of this ordinance, including the forfeiture provisions to the same extent as if the said purchaser had been the original grantee hereunder, except that such purchaser shall have no right to execute or deliver any mortgage, trust deed or other encumbrance on said street railways, rights and property or any part thereof without the consent of said City.

The City shall have the right to bid and become the purchaser at any such foreclosure or other sale.

The said Company further expressly agrees that, by the acceptance by it of this ordinance, it is obligated to complete the said work of "Immediate Rehabilitation" provided for in said "Exhibit B" within the time and in the manner set forth in said Exhibit (due allowance being made for any and all delays or interruptions arising without its connivance by unavoidable accidents, labor strikes, or the orders or judgments of any court entered in any suit brought without its connivance), and if the Company shall fail or neglect to proceed with the said work of "Immediate Rehabilitation" with all reasonable diligence and promptness after the acceptance of this ordinance by the Company, or to complete the said work within the time prescribed in said "Exhibit B," and said Board of Supervising Engineers shall certify to the City Council of the said City that the Company has failed or neglected to so proceed with said work, or has failed or neglected to complete the work in the time specified in "Exhibit B," the Company shall be and is obligated to pay to the said City for each day that such default or neglect shall continue, the sum of ten

thousand dollars as liquidated damages; and if the Company shall, at any time after the acceptance of this ordinance by it, fail to comply with the provisions hereof with regard to the maintenance of first class street railway service over and upon its said lines of street railways, the said City shall have the right to sue for and recover in any court of competent jurisdiction the sum of not less than fifty dollars and not more than five hundred dollars for each and every such failure and each and every day that such failure shall continue shall be taken and held to be a separate offense; but the payment of such penalties shall not in any manner release the liability of the Company to incur a forfeiture of all its rights and privileges under this ordinance, as hereinabove in this section provided.

WAIVER OF RIGHTS.

SECTION 32. The Company, in consideration of the grant made by this ordinance, upon the terms and conditions herein expressed, agrees to waive, surrender and release, and by the acceptance of this ordinance, the Company does waive, surrender and release all and every one of the rights and claims of the Company of every kind and nature, in the streets of the said City, other than the rights granted by this ordinance.

CITY'S RIGHT TO INTERVENE.

SECTION 33. The Company by the acceptance of this ordinance shall and does grant to the said City, and the said City hereby reserves to itself the right to intervene in any suit or proceeding brought by any person, firm or corporation seeking to enjoin, restrain or in any manner interfere with the Company in the doing of any work called for by this ordinance, or involving the observance or performance of any of the agreements or conditions herein provided to be kept or performed by the Company, or in any suit to foreclose or enforce any lien, mortgage or trust deed against it and to move for a dissolution of such injunction or restraining order in such suit, and take any other appropriate steps to protect the rights of the said City in case it shall deem such action necessary and appropriate to protect the interests of the said City.

BOARD OF SUPERVISING ENGINEERS.

SECTION 34. Immediately upon the acceptance of this ordinance by the Company, there shall be organized a Board of Supervising Engineers in the manner following:

Within thirty (30) days after the acceptance of this ordinance as hereinafter provided, the Company shall appoint an engineer to represent it on said Board, and shall notify the Mayor of said City, in writing, of the name and address of such engineer; and within thirty (30) days after such notice the said City shall appoint an engineer as its representative on said Board (which appointment shall be made by the Mayor of the said City and shall be subject to the approval of the City Council), and shall notify the Company in writing of the name and address of its said engineer.

Bion J. Arnold is hereby selected and appointed the third member of said Board. The said City or the Company may respectively, at any time and from time to time, remove its representative on said Board, and may also respectively from time to time, appoint an engineer to represent it upon said Board, whenever and as often as it shall fail to have a representative upon said Board from any cause whatsoever. No such removal or appointment shall take effect until written notice thereof has been given to the other party by the party making such removal or appointment.

The said City and the Company may, at any time and from time to time, remove the third engineer from said Board, and may also select and appoint a third engineer to be a member of said Board, whenever and as often as a vacancy in said Board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said Board.

In the event that any vacancy in the position of third engineer upon said Board shall not be filled by the selection of a third engineer by said City and the Company within thirty (30) days after such vacancy shall arise, then the persons then acting as judges of the (main) Appellate Court for the First District of Illinois, or a majority of them, may fill such vacancy on said Board by appointing a competent engineer thereto upon the application of said City or the Company, after ten days' written notice having been given to the other party of such application.

In case either the said City or the Company shall at any time desire the removal of the third engineer and the appointment of another engineer in his place, the party desiring such removal and new appointment may, upon giving ten (10) days' written notice thereof to the other party, apply to the said judges for such removal, and the said judges or a majority of them shall within ten (10) days from and after such application set the same for informal and summary public hearing, at which the party desiring the removal shall publicly present its reasons for asking such removal.

Upon such application of either the said City or the Company, the said judges or a majority of them shall have the power, but shall not be required to remove the said third engineer. The third engineer shall not be removed by the said judges or a majority of them at any time, except upon the application of either the said City or the Company.

Upon the refusal or failure of the said Judges then constituting the (main) Appellate Court for the First District of Illinois, or a majority of them, to make the appointment herein authorized within thirty (30) days after being requested so to do, either the said City or the Company may, upon giving ten (10) days' written notice to the other party of its intention so to do, apply to any judge of the Circuit Court of Cook County, Illinois, for the appointment of a third engineer to fill any vacancy existing in said position, and the judge so applied to shall have the power to appoint such third engineer, who, when appointed, shall be a member of said Board, and shall be subject to removal in the manner hereinabove provided.

Either the Company or the City shall have the right to apply to any court of competent jurisdiction for the removal of any member of said Board of Supervising Engineers for fraud, corruption, or failure to perform in good faith his duties under this ordinance.

A majority of said Board of Supervising Engineers shall at all times be authorized to exercise the powers conferred by this ordinance on said Board.

All words in this ordinance contained purporting to give authority to said Board of Superivising Engineers shall be construed as giving such authority to a majority of said Board.

SALARIES AND EXPENSES OF BOARD.

The said Board of Supervising Engineers shall maintain an office in the said City and shall employ the necessary assistance and purchase the necessary supplies and materials to enable it properly to perform its duties under this ordinance.

The said third engineer shall be ex-officio Chairman of the Board, and shall be

paid for his services as a member of said Board compensation at the rate of fifteen thousand dollars ($15,000.00) per annum.

During the period of "Immediate Rehabilitation," said Bion J. Arnold, so long as he continues to act as a member of said Board, shall, in addition to his duties as a member of said Board of Supervising Engineers, act as Chief Engineer of the work contemplated in this ordinance, and shall receive as additional compensation for such service, the sum of fifteen thousand dollars ($15,000.00) per annum. In such capacity he shall have charge of the preparation of the plans and specifications, and the general direction of the entire work, and of its inspection during construction. Said plans and specifications and system of inspection shall be subject to the approval of the Board of Supervising Engineers.

Each of the other two members of said Board shall, in addition to attending the monthly meetings of the Board, attend such other meetings as may be called by the Chairman, and be paid for his services as a member of said Board, compensation at the rate of one hundred dollars ($100.00) per day, and his traveling and living expenses while away from his home, and actually engaged upon this work, it being understood that his total compensation for services shall not be less than thirty-six hundred dollars ($3,600.00) nor more than ten thousand dollars ($10,000.00) per year. The Chairman of said Board shall call (in addition to such meetings as he may deem desirable or necessary) a meeting of said Board at any time upon request of the President of either of said companies, or the Mayor of said City.

The salaries and expenses of said Board of Supervising Engineers during the period of "Immediate Rehabilitation" provided for in this ordinance shall be added to and form a part of the cost of such "Immediate Rehabilitation," but thereafter shall be paid out of gross receipts, as an operating expense.

In case the said ordinance to the said Chicago Railways Company is passed and accepted by said Chicago Railways Company, the third engineer and the engineer representing the City on the Board of Supervising Engineers created by said ordinance shall be the same persons who act as the third engineer and the engineer representing the City, respectively, in the Board of Supervising Engineers created by this ordinance; and the said Chicago Railways Company and the Chicago City Railway Company shall agree upon one engineer as their joint representative upon said Board; but in case they do not so agree, each of said Companies may select its own representative, who shall in such case act as a member of said Board only in the consideration and determination of matters relating to the street railways and property of the particular Company he represents.

In the determination of any matter relating to subways and through routes and all other matters in which said companies are jointly interested the representative of each of said companies on said Board of Supervising Engineers shall be entitled to one-half of a vote.

In case said ordinance to said Chicago Railways Company is passed and accepted by said Company, the salaries and compensation of said engineers provided for in this ordinance shall include all compensation or salaries payable to said engineers under said other ordinance without duplication, and shall be equitably apportioned by the said third engineer between the said two Companies, taking into consideration the work done by said Board under the said ordinances, respectively, and the determination of said third engineer as to such apportionment shall be final and binding upon the parties whose interests are therein concerned.

CITY TO RESERVE POLICE POWER.

SECTION 35. Nothing in this ordinance contained shall be construed as depriving the said City of the right of exercising any police power which it would have possessed or enjoyed had this ordinance not been granted.

The enumeration herein of special requirements and specific regulations shall not be taken or held to imply the relinquishment by the said City of its power to make other requirements or regulations, and the said City hereby expressly reserves the right to make all regulations which may be necessary to secure in the most ample manner the safety, welfare and accommodation of the public, including among other things the right to pass and enforce ordinances to protect the public from danger or inconvenience in the management and operation of street railways throughout the said City and the right to make and enforce all such regulations as shall be reasonably necessary to secure adequate and sufficient street railway accommodations for the people, and insure their comfort and convenience.

The said Council may vest any or all matters of administration under this ordinance, including such thereof as are herein vested in the Mayor, Comptroller or other City officials named in this ordinance or in said "Exhibit B" attached hereto (but excepting those herein vested in said Board of Supervising Engineers), in a Department or Bureau of Local Transportation, or in its City Engineer, or in any official or employes of said City.

COMPREHENSIVE RECONSTRUCTION AND UNIFIED OPERATION ASSURED.

SECTION 36. For the purpose of carrying into effect the purpose and desire of the said City to provide for the unified operation and the comprehensive reconstruction of all the street railways within said City, an ordinance similar to this ordinance in general provisions and character, covering the system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company, granting to the Chicago Railways Company the right to operate said system, has been presented for passage by the City Council of said City, concurrently with this ordinance, and it is hereby expressly provided that in the event that the Company accepts this ordinance and files the bond as required in this ordinance within the time herein prescribed, and the said Chicago Railways Company fails to accept the said ordinance to the said Chicago Railways Company after its passage and within the time and according to the terms provided therein, or in any ordinance amendatory thereof or supplementary thereto, the Company hereby obligates itself to extend and operate its street railway system over and upon the streets and parts of streets in the said City covered by the said ordinance to the said Chicago Railways Company, so far as and to the extent that the rights of the companies now operating the street railways upon such streets and parts of streets cease and expire by limitation or otherwise, the said street railway system of the Company to be extended over each such street or part of street as rapidly as and to whatever extent the said City is able to and does confer upon the Company lawful authority to construct and operate street railways upon such streets and parts of streets, respectively, and deliver to the Company peaceable possession thereof for such purposes. And the Company hereby agrees to construct and operate in each such street and part of street so turned over to it as aforesaid, the street railways and equipment required by the ordinance to said Chicago Railways Company to be constructed by it therein, including the reconstruction of the tunnels under the Chicago River at Washington and La Salle streets, respectively, and the making of the contribution for the construction of subways and extensions thereof provided for in said last mentioned ordinance.

And the said Company agrees that it will furnish the necessary moneys to pay or to enable said City to pay for the physical property constituting the street railways and equipment in any such street or part of street which the City or its licensee may be authorized or required to purchase under and in accordance with the terms of the ordinances of said City which have been heretofore passed and are now in force with respect to any such street or part of street, respectively, property so purchased to be turned over to the Company as a part of the extension of the Company's system provided for in this Section, and the moneys so paid or advanced shall be held and considered as a part of the expense of making such extension. For the purpose of making any such extension the Company agrees that it will, when authorized and required by the City, purchase and pay for the physical property constituting the then existing street railway and equipment located upon any street or part of street turned over to the Company under the foregoing provisions of this Section, provided the price to be paid for such property shall not exceed the value of the same for street railway purposes as estimated by the Board of Supervising Engineers, and that, when acquired, said property shall be used by the Company as a part of the extension of its system upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

All such extensions of the Company's system and the operation thereof shall be subject to the provisions of this ordinance, in the same manner and to the same extent as if herein expressly provided for as a part of the street railway system of the Company covered by this ordinance.

The construction and equipment of all such extensions shall be made under the supervision of and the cost thereof determined by the said Board of Supervising Engineers, and such extensions shall be in all respects subject to the provisions of this ordinance as to purchase by the said City or its licensee, the determination of the character and cost of construction, reconstruction, equipment and re-equipment, the annual return to the Company upon its investment, the division of profits with the said City and the operation of such extensions by the Company, so far as such provisions can be made applicable thereto.

The City agrees that, in case it shall require the Company to extend its street railway system over or upon any street or part of street covered by the said ordinance to the said Chicago Railways Company, under the provisions of this section, the Company shall have the right to extend its street railway system over and upon all of the streets and parts of streets covered by the ordinance to the said Chicago Railways Company, upon the terms specified in this section, when and as soon as the now existing rights of other companies in said streets or parts of streets, respectively, shall expire or be terminated.

The obligations of the Company under this section to construct, reconstruct, equip, re-equip and operate street railways, tunnels and subways, and to furnish funds to the City for the purposes specified in this section, may be discharged either by the Company itself, or at its election, from time to time, either in whole or in part, through the agency of the Chicago City Railroad Company (hereinafter called the Railroad Company), a corporation organized under the laws of the State of Illinois, provided that the Company shall first enter into such contracts and arrangements with the Railroad Company as shall secure and make certain the operation of the lines of street railways constructed by the Railroad Company as an integral part of the street railway system of the Company, and also shall secure to the City

and its licensee and to the public the same rights in and upon all of the said lines of the street railways, tunnels and subways of the Company, falling within the provisions of this section, which would have existed if the entire obligations of the Company under this section had been discharged by it directly without the intervention of the Railroad Company, including the right of the City or its licensee to purchase all such lines of street railways (including all interest in tunnels and subways), in the same manner and upon the same terms and conditions as though all and every part thereof had been constructed, or the money therefor had been advanced, by the Company, without any interest therein having at any time been in the Railroad Company.

The Railroad Company, in consideration of the passage of this ordinance, hereby assumes and agrees to discharge all of the obligations assumed or imposed, or attempted to be assumed or imposed, upon the Company as to street railways, tunnels and subways within the North and West Divisions of the City of Chicago, in all respects the same as though it had been named in place of the Company in the foregoing clauses of this section; and agrees that all the work done by it and the moneys advanced by it shall be subject to all the provisions of this section, and of all the other sections of this ordinance, to the same extent and in the same manner as though said obligations had been discharged by the Company, and all moneys advanced by the Railroad Company had been advanced by the Company.

The Railroad Company further agrees that the City and its licensee and the public shall have the same rights in and upon any and all of the lines of street railways, tunnels and subways constructed in whole or in part by it, or with moneys advanced by it, which they would have had if the same had been constructed and the contributions to the cost thereof had been made wholly by the Company under the terms and provisions of this section, without the intervention of the Railroad Company, including the right of the City or its licensee to purchase such street railways and other property or interests therein, in the same manner, for the same price and upon the same terms and conditions as though all and every part thereof had been constructed or the money therefor had been advanced by the Company, without any interest therein having at any time been in the Railroad Company; and the Railroad Company hereby consents and agrees that the entire purchase price therefor may be included in one sum paid to or deposited to the credit of the Company under the terms and provisions of this ordinance, the Railroad Company agreeing to rely wholly upon its agreement with the Company for its interest in, or share of, such purchase price. The Railroad Company and the Company further undertake and agree that all street railways, tunnels and subways, and other railway properties acquired, constructed or operated under the provisions of this section, including those constructed by, or the cost of which shall be defrayed in whole or in part by the Railroad Company, shall form, and be operated as, an integral part of the street railway system of the Company, under a lease or leases, or operating agreement or operating agreements, between the Railroad Company and the Company.

The Railroad Company by its acceptance of this ordinance expressly agrees with the said City that all the terms, provisions and conditions of this ordinance shall apply to and control the construction and operation of any street railway properties in which it shall have any interest, or to the cost of which it shall contribute, in like manner and to the same extent as though such street railway properties were wholly constructed and operated, and the contributions to the cost thereof were made by the Company. And the Railroad Company and the Company further cove-

nant and agree with the City, that as between the City and the Railroad Company and the Company, all books of account, settlements, charges to capital account, payments of interest on capital account, expenditures and deposits on account of maintenance, repairs and renewals, and the division of net receipts, shall be made with regard to the entire properties constructed under or operated by both of said companies under this ordinance, as though the ownership, operation and control of the same were wholly and solely in the Company, to the end that the rights of the City under this ordinance shall in no wise be different in any respect from what they would have been if the entire street railway properties (including subways and tunnels) affected by this ordinance had been constructed, operated, and the contributions to the cost thereof made wholly and solely by the Company.

The Company further agrees that a forfeiture of all of its rights and privileges under this ordinance may be declared and enforced for any default of the Railroad Company in the observance or performance of any agreement or condition herein contained to be kept and performed by it, in like manner and with like effect as though such default was the default of the Company; and the Railroad Company covenants and agrees that any forfeiture of the rights and privileges of the Company shall operate and be effective as a forfeiture of all of the rights and privileges of the Railroad Company under this ordinance, to the same extent and with the same effect as the rights and privileges of the Company shall have been forfeited by reason of such default.

The Company further agrees that if any of the agreements or undertakings on the part of the Company in this ordinance contained shall be *ultra vires* such fact shall in nowise affect or impair the right of the City to declare a forfeiture of all the rights and privileges by this ordinance granted to the Company, on account of the non-performnce of any such *ultra vires* agreement or undertaking, in the same manner and with like effect as though all of such agreements and undertakings were within the Company's chartered powers, the grants herein made to the Company being expressly conditioned on the performance of each and every of the agreements and undertakings of the Company herein contained, the forfeiture of the Company's rights, however, to be made in the manner and with the effect provided in Section 31 of this ordinance.

ORDINANCE BINDING UPON SUCCESSORS AND ASSIGNS.

SECTION 37. This ordinance shall inure to the benefit of and be binding upon the lessees, successors and assigns of the Company, and they and each of them shall be bound by all and every its provisions by the Company to be kept and performed, precisely as if in every case they had respectively been named herein with the Company.

LEASE OR ASSIGNMENT.

SECTION 38. No lease, or operating agreement, and no assignment (except by way of mortgage or trust deed, under the foregoing provisions and limitations of this ordinance), shall be made by the Company without the consent of the City Council of said City.

WARRANTY OF TITLE.

SECTION 39. Whenever the City, or its licensee, shall desire to purchase and take over the street railway system of the Company within the said City, as in this ordinance provided, and shall comply with the provisions of this ordinance with respect to making such purchase and payment therefor, the Company shall, by

good and sufficient written instruments to that end, transfer to the City, or its licensee, as the case may be, all its said street railway system and property, free from all claims and liens whatsoever, and the Company shall warrant the title to all of the property so transferred to the City or its licensee, to be free from all claims and liens whatsoever, and also that there are no outstanding rights in the streets or parts of streets occupied by its street railways, in any person or corporation, derived through or under said Company, except the rights of the Chicago General Railway Company on 22nd, Main and Laurel streets under the leases referred to in Section 1 of this ordinance, and if at the date of said purchase there shall exist any defect in or incumbrance upon the Company's title to any of the real estate now owned by the Company, an amount of the purchase price equal to the appraised value of the real estate, the title to which shall be incumbered or defective, as shown by the appraisal inventory made by Bion J. Arnold, Mortimer E. Cooley and A. B. du Pont, hereinbefore mentioned, shall remain in one or more of the depositaries with which the City or its licensee shall deposit the purchase money for said street railway properties until such defects and incumbrances shall be cured or removed, as security to the purchaser against loss by reason of such defects or incumbrances.

BOND.

SECTION 40. The Company shall forever indemnify and save harmless the said City against and from all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be recoverable from or obtained against the said City, for or by reason of the granting of the privileges hereby conferred upon the Company, or for or by reason of or growing out of or resulting from the exercise by the Company of the privileges hereby granted, or any of them, or from any act or acts of the Company, its servants or agents, under or by virtue of the provisions of this ordinance.

And the Company shall, within the time limited for the acceptance of this ordinance, file with the City Clerk of said City its bond to the said City, in the penal sum of One Hundred Thousand Dollars, conditioned that it will forever indemnify and save harmless the said City as aforesaid; provided, however, that the giving of said bond or the recovery of a judgment or judgments thereon by the said City shall not be construed as measuring, lessening or limiting the liability of the Company to the said City under any provisions of this ordinance.

RIGHTS AND OBLIGATIONS DATE FROM FEBRUARY 1, 1907.

SECTION 41. If the Company shall accept this ordinance within the time limited therein for the acceptance thereof, then the rights and obligations of the City and the Company under this ordinance shall be the same as if this ordinance had been passed on February first, 1907, and had been accepted by the Company on February first, 1907, and accounting shall be had as between the City and the Company as of that date.

ACCEPTANCE.

SECTION 42. *This ordinance shall not take effect or be in force unless and until a majority of the votes cast upon the following question of public policy at the election to be held in the City of Chicago, on the first Tuesday in April, A. D. 1907, are in the affirmative:*

"For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15, A. D. 1907), authorizing the Chicago City Railway Company and the Chicago

Railways Company, respectively, to construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee."

In the event, and only in the event, that the said question of public policy is submitted to the electors of said city at said election and a majority of the votes cast upon the said question at said election are in the affirmative, then, and in that event, this ordinance shall take effect and be in force from and after its acceptance by the Company and by the Railroad Company, under their respective corporate seals, after the said first Tuesday in April, A. D. 1907; provided, that if the Company shall not file with the City Clerk of the said City the penal bond above herein mentioned, or if either the Company or the Railroad Company shall not file its formal acceptance of this ordinance and of all its terms and conditions within ninety (90) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect; the acceptance of this ordinance by both of said Companies being hereby made a condition of this ordinance taking effect.

EXHIBIT A.—CHICAGO CITY RAILWAY COMPANY.

Schedule of Streets Upon Which Shall Be Maintained and Operated Tracks not Exceeding Two Except Where Otherwise Noted.

Adams street, from Dearborn street to Clark street.

Adams street, from State street to Dearborn street.

Archer avenue, from State street to the city limits.

Ashland avenue, from Archer avenue to 70th street.

Cable court, from Jefferson avenue to Lake avenue.

Canal street, from Archer avenue to 29th street.

Centre avenue, from 31st street to 35th street.

Centre avenue, from 47th street to 75th street.

Clark street, from the center of Chicago River to 22d street.

Cottage Grove avenue, from 22d street to the Lake Shore and Michigan Southern Railway right of way south of South Chicago avenue. A third track on Cottage Grove avenue, from 39th street to a point approximately five hundred (500) feet south of 39th street.

Dearborn street, from 21st street to Archer avenue.

Dearborn street, from Monroe street to Adams street.

Emerald avenue, from the south line of 39th street to the property of the Chicago City Railway Company at the northwest corner of 39th street and Emerald avenue; thence westerly across Halsted street, Tucker street and Gage street to the South Fork of the South Branch of the Chicago River. Said tracks may be elevated.

Gage street, from 38th place to canal in location of 39th street produced.

Garland court, from Randolph street to Washington street.

Halsted street, from O'Neil street to 79th street.

Harrison street, from Wabash avenue to State street.

Indiana avenue, from 12th street to 51st street. Four tracks at intersection of 22d street, Indiana avenue and Cottage Grove avenue.

Jackson Park avenue (formerly Stony Island avenue), from 62d street to 64th street.

Jefferson avenue, from 55th street to Cable court.

Jefferson avenue (formerly Grace avenue), from 62d street to 64th street.

Kedzie avenue, from 38th street to 63d street.

Keefe avenue, from Rhodes avenue to 69th street.

Lake avenue, from Cable court to 55th street.

Lake avenue, from 51st street to 55th street.

Lake street, from Wabash avenue to State street.

Madison street, from Michigan avenue to State street.

Michigan avenue, from Randolph street to Madison street. These tracks on Michigan avenue to be removed when the tracks on Garland court, from Randolph street to Washington street are constructed and operated.

Monroe street, from Clark street to Dearborn street.

Monroe street, from State street to Dearborn street.

Morgan street, from 31st street to the Union Stock Yards.

Oakley avenue, from 47th street to 49th street.

Perry avenue, from 77th street to 78th street.

Pitney court, from Chicago and Alton Railway tracks to 31st street.

Randolph street, from Michigan avenue to State street.

Rhodes avenue, from 68th street to Keefe avenue.

Root street, from State street to and across Halsted street into private property in Union Stock Yards.

State street, from the center of Chicago River to Vincennes Road. A third track on State street, from Monroe street to Adams street and from 38th street to 40th street.

South Chicago avenue, from Cottage Grove avenue to the tracks of the Illinois Central Railroad Company.

Throop street, from Archer avenue to private right of way about two hundred (200) feet northwest of 31st street, over private right of way and across Farrell street and 31st street to Morgan street.

Van Buren street, from Wabash avenue to Clark street.

Vincennes Road, from State street to 79th street. A third track on Vincennes Road, from 77th street to 78th street laid on private property belonging to the Chicago City Railway Company.

Wabash avenue, from Lake street to 22d street.

Wabash avenue, from 39th street to 40th street.

Wallace street, from 29th street to Root street.

Washington avenue, from private right of way adjoining Illinois Central Railroad to 60th street.

Washington street, from Michigan avenue to State street.

Wentworth avenue, from 18th street to Vincennes road.

Wentworth avenue, from 77th street to 79th street.

Western avenue, from Archer avenue to 71st street.

Twelfth street, from Indiana avenue to Wabash avenue.

Eighteenth street, from Indiana avenue to State street.

Twenty-first street, from State street to Clark street.

Twenty-second street, from Cottage Grove avenue to the Chicago River.

Twenty-sixth street, from Cottage Grove avenue to Halsted street.

Twenty-ninth street, from Canal street to Wallace street.

Thirty-first street, from right of way of the Illinois Central Railroad Company to Pitney court.

Thirty-fifth street, from the Illinois Central Railroad to California avenue.

Thirty-eighth place, from Halsted street to Morgan street.

Thirty-eighth street, from Archer avenue to Central Park avenue.

Thirty-ninth street, from the Illinois Central Railroad to Halsted street.

Fortieth street, from Wabash avenue to State street.

Forty-second street, from Ashland avenue to Paulina street.

Forty-third street, from right of way of the Illinois Central Railroad Company to State street.

Forty-seventh street, from the right of way of the Illinois Central Railroad Company to Kedzie avenue.

Forty-seventh street, from Kedzie avenue to Archer avenue.

Fifty-first street, from Grand boulevard to Wood street.

Fifty-first street, from Wood street to Western avenue.

Fifty-fifth street, from Everett avenue to Cottage Grove avenue.

Fifty-ninth street, from State street to Leavitt street.

Sixty-first street, from Wentworth avenue to Madison avenue; thence over private right of way to Washington avenue (formerly South Park court).

Sixty-second street, from Jackson Park avenue to Jefferson avenue.

Sixty-third street, from Jackson Park avenue (formerly Stony Island avenue) west to the City Limits.

Sixty-fourth street, from Jackson Park avenue to Jefferson avenue.

Sixty-eighth street, from Cottage Grove avenue to Rhodes avenue.

Sixty-ninth street, from Keefe avenue to Western avenue.

Seventieth street, from Emerald avenue to Halsted street.

Seventieth street, from Marshfield avenue to Ashland avenue.

Seventy-seventh street, from Vincennes Road to State street.

Seventy-eighth street, from Vincennes Road to State street.

Seventy-ninth street, from Vincennes Road to Halsted street.

The Company is permitted to construct, maintain and operate all curves, crossings, cross-overs, turnouts, branch-offs, switches and connections within the streets, alleys and public places above specifically described, connecting and necessary and convenient to connect tracks authorized by this ordinance, or to connect said tracks, or any of them, or its tracks or private property, with the tracks of other corporations or with power houses, substations, car houses, shops, yards and other property now used or hereafter required to be used in the operation of its street railways under the powers given by this ordinance; and to erect and maintain all poles and wires necessary to be used in connecting its said property, power houses and street railways.

EXHIBIT B.—CHICAGO CITY RAILWAY COMPANY.

Immediately upon the acceptance of this ordinance by the Company it shall proceed with all due diligence to repair and reconstruct its street railway system and equipment and to secure the necessary supply of electric power to comply with the provisions of this ordinance and under the following specifications:

Immediate Rehabilitation.

That the character of service required by the accompanying ordinance may be established at the earliest moment practicable, the Company shall, upon the acceptance of said ordinance, proceed immediately, (1) to remove from the streets all of its present cable tracks, slots, and conduits, and substitute therefor electric tracks of the character and type as hereinafter described; (2) to rebuild at least 60 miles (single track) of the present electric track of the Company with track of the character and type hereinafter described; (3) to construct and equip the necessary system of distribution and substations, as may be determined upon by said

Company with the approval of the Board of Supervising Engineers, to transmit and transform whatever electric power may be required to enable the Company at all times to operate its street railways efficiently and continuously; (4) to rebuild and re-equip its car houses so as to enable it to properly clean and maintain its cars; and (5) to increase as rapidly as possible the number of double truck cars, of the character and type as hereinafter described, until there shall be in operation on its street railway system at least eight hundred (800) such cars. The Company shall diligently prosecute the work above specified and required, and complete the same as rapidly as practicable, in accordance with the provisions of said ordinance, and in compliance with the general specifications herein contained, but in any event the said work shall be completed within three (3) years from the date of the actual acceptance of said ordinance.

GENERAL SPECIFICATIONS.

In addition to the work hereinabove specifically required the Company shall, as promptly as possible, do the necessary work and purchase the necessary materials and equipment to put its entire street railway system and equipment in the best practicable condition to enable it to furnish to the citizens of Chicago the quality and kind of service contemplated and required by this ordinance, and shall at all times maintain the same at the highest practicable efficiency.

Permits.

The Company, before it makes any excavation in or in any way interferes with the surface of, any street or public way for the purpose of doing any work shall obtain from the Commissioner of Public Works of the City a permit so to do, which permit shall contain a condition requiring the Company to restore said street or way and maintain it for one year thereafter; and in every case the Company, after it has restored such street or way, shall maintain it for one year after such restoration.

Permits for Buildings.

All permits issued for the removal of buildings on or across any track of the Company shall provide that the Company be notified at least two days in advance of such removal; that such removal shall only take place, unless with the consent of the Company, between the hours of twelve o'clock midnight and five o'clock A. M.; and that the party to whom the permit is issued shall pay to the Company the actual cost of removing and replacing its overhead equipment, and for the interruption of its traffic from five A. M. to twelve o'clock midnight, if such interruption shall occur.

Tracks.

The tracks to be maintained by the Company shall not be elevated above the surface of the street or public way in which they are placed. They shall be laid and maintained by the Company so as to conform to the grade of such street or public way as the same is, or from time to time hereafter shall be, established by the City Council.

All new tracks shall be laid with the best materials and in the most approved modern manner.

Spacing Tracks.

In laying or relaying rails in any of the streets included in the accompanying

ordinance upon which more than one track is located the distance between centers of tracks may remain as at present, but in order to accommodate large, modern cars, and provide for their safe passage, this distance may be at least nine (9) feet eight and one-half (8½) inches between center lines of tracks. The tracks at curves wherever practicable shall be laid to such center as to enable cars to pass with suitable and safe clearance. The exact location of tracks in the streets shall be subject to the approval of the Commissioner of Public Works.

Rails.

All new track construction hereafter laid in streets or public ways shall be laid with modern improved rails of the grooved type, weighing not less than one hundred and twenty-nine (129) pounds per yard, which shall in all respects conform to the specifications for grooved rails as contained in Section 1944 of the Revised Municipal Code of Chicago, as amended by ordinance of the City Council passed October 8th, 1906.

Joints.

All rail joints shall be either cast-welded, electrically welded, or of a type which will give an equally smooth and even joint, except that the joint used must be one which will provide a carrying capacity for the electric current equivalent to the carrying capacity of the rail.

Track Substructure.

The rails shall be laid upon concrete beams, wooden ties, steel ties or cast-iron chairs or in some other form of first-class modern approved street railway track construction.

The foundation shall be either of concrete, crushed stone or other ballast material, which in the judgment of the Board of Supervising Engineers shall best suit the conditions of soil and drainage. Said foundation to be brought to the proper height to serve as a suitable foundation for the pavement.

Bonding.

In case the rails are joined by any other form of joint than a cast-welded or electrically-welded joint, there shall be some form of bond used which will connect the ends of the rails in such manner that the conductivity of the joints shall be equivalent to the carrying capacity of the rail. The rails of each single track and the inside rails of the double track of all tracks shall be connected by cross-bonds of No. 2/0 (B. & S. Gauge) copper wire spaced not more than one thousand (1000) feet apart, and properly secured to the rails in such manner that the full conducting effect of the wire may be utilized. The rails shall be so bonded or joined and such return circuits and other necessary devices installed as to prevent damage from electrolysis as effectually as possible.

Special Work.

At all points of intersection of the tracks of the Company with its own tracks or with the tracks of other companies, there shall be provided suitable steel special work of ample strength and weight to correspond with the structure to which it connects. The frogs, switches and mates shall be provided with wearing plates of hardened steel. All special work and curves shall be laid in the same general manner required for straight-line track.

Poles and Wires.

All new overhead construction shall consist of one (1) trolley wire suspended over

each track by span wires attached to poles set at the curb-line or suspended from brackets attached to poles.

The design of poles hereafter erected shall be subject to approval of the Board of Engineers, and shall be of iron or steel, weighing approximately nine hundred (900) pounds each, set in concrete and kept thoroughly painted. They shall be spaced on an average of from one hundred (100) to one hundred fifteen (115) feet apart for straight track, except at street intersections, and so as not to obstruct cross streets, alleys, or private driveways. The location of poles shall be subject to the approval of the Commissioner of Public Works.

All material used in the overhead construction shall be of the most modern type and shall be capable of sustaining all the weights and strains that come upon it under normal conditions of operation and from wind, sleet and ordinary accidents.

The trolley wire shall be not less than No. 2/0 (B. & S. Gauge) hard-drawn copper, unless the Board of Supervising Engineers shall approve other sizes for specific cases. Phosphor bronze, silicon bronze or other material equal in strength may also be used. Trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, except when such wires are suspended under viaducts, bridges and other structures. There shall be at least two (2) insulations between the trolley wire and the supporting pole. Span wires shall be galvanized iron or steel or silicon bronze.

Feeders and Transmission Wires.

All feeder and transmission wires within that portion of the City lying east of the west line of Halsted street, north of the south line of Thirty-ninth street, and south of the *main* Chicago River, and also south of Thirty-ninth street east of the right of way of the Lake Shore & Michigan Southern Railroad, shall be laid underground. To this end, authority is hereby conferred upon the Company to enter upon, excavate for, and construct a system of conduits in the streets, alleys, and other public ways of the City of sufficient capacity to carry its said wires. All feeder wires in any other territory shall be similarly placed underground whenever the City shall require all other overhead public service wires (except trolley wires) in such territory to be placed underground. All transmission wires used by the Company within the city limits, carrying a pressure of 1,000 volts or more shall be placed underground.

Feeder and transmission wires, not required to be placed underground, shall be suspended by insulators upon said poles supporting said trolley wires or upon poles placed at the side of streets, alleys or other public ways in locations to be approved by the Commissioner of Public Works. These wires and poles shall be so situated that the Company may conveniently make all the connections authorized by said ordinance and the exhibits thereto. The said trolley wires, feeder wires and all other wires authorized by said ordinance to be installed by the Company, where located in streets, alleys, or other public or private ways, in, along or across which are located railroads elevated above the surface of the streets, may be strung upon or from the structures of such railroads, with the consent of the Company owning or operating the same. Said wires shall be attached to said structures and maintained under the supervision of the City Electrician.

Conduits.

Underground conduits to carry any of the wires authorized by said ordinance, to be installed by the Company, shall not exceed four (4) feet in width and three

(3) feet in depth, and shall be of tile, cement, iron or other material impervious to moisture and not subject to decay. All transmission and feeder wires and cables laid under ground shall be covered with lead or other impervious material. Before any cable containing such wires shall be put in use it shall be tested by an alternating current of twice the working voltage of the cable. All forms of cable used by the Company containing more than one conductor shall be tested in like manner.

City Conduits.

If at any time the City shall desire to place conduits and manholes in streets or public ways wherein the Company is then about to place conduits and manholes, a single trench may be used for both conduits, but the manholes of the Company shall be kept separate and distinct from those of the City. The expense in such case shall be divided between the Company and the City according to the space used by each therein.

Conductors.

All wires and conductors for the transmission of electricity in and along any street, alley or public way (whether under or above ground) shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the other uses of said public places; and all electric work of every kind and character shall comply strictly with the ordinances of the City applicable thereto.

Maintenance of Streets.

The Company, as respects filling, grading, paving, keeping in repair, sweeping, sprinkling, keeping clean, or otherwise improving the streets or parts of streets occupied by its railway, shall fill, grade, pave, keep in repair, sweep, sprinkle, and keep clean and free from snow eight (8) feet in width of all streets and public ways, or portions thereof, occupied by it with a single track railway, and sixteen (16) feet in width of all streets and public ways, or portions thereof, occupied by it with a double track railway.

In removing snow the Company shall not deposit it upon the portions of the street or public way outside of the tracks, except temporarily; and in every case of such temporary deposit it shall be removed within a reasonable time, to be fixed by the Commissioner of Public Works.

Pavement.

The Company, upon the order of the Commissioner of Public Works, and approval of the Board of Supervising Engineers, shall pave, repave, or repair the portions of the streets and public ways which by this grant it is required to keep paved and in repair, whenever and as often as the same shall reasonably require paving, repaving or repairing, and shall at all times keep the surface of all of its paving at least up to the top of the rail.

The pavement which the Company shall be required to lay down and keep in repair in the portion of any street or way which it is required herein to pave and keep in repair shall be of the following kinds, to-wit:

First. In all streets or ways in which the Company has in place, at the date of the passage of this ordinance, a good serviceable pavement, it shall repair and maintain the same while serviceable under the direction of the Commissioner of Public Works, as aforesaid.

Second. Whenever any existing pavement of the Company, in any paved street or way, can no longer be made serviceable by repair; and whenever the portions

of any street or public way outside of the strip herein required to be paved by the Company are newly paved or repaved, with asphalt, granite, brick, creosoted block, or other similar material, as aforesaid, and the pavement of the Company therein does not comply with the following specifications; and whenever the Company relays its rails in any such paved street or public way in which its pavement does not comply with the following specifications, then, and in any of such events, the Company shall pave or repave the portion of any such street or public way, which it is herein required to keep paved, with granite paving blocks having a uniform grain and texture, without lamination or stratification, and free from an excess of mica or feldspar. Said block shall measure from three and one-half (3½) to five and one-half (5½) inches in width, from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints), and not less than five (5) inches in depth. They shall be so dressed as to have substantially rectangular plane surfaces, so that when in place the joints at the ends and sides shall average one-fourth (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to a polish under traffic shall not be used. All blocks shall be laid in uniform courses across the roadway; and the space between the blocks, when in place, shall in no case be less than one-eighth (⅛) of an inch nor more than three-eighths (⅜) of an inch in width. Each course shall consist of blocks of the same width. They shall be so laid that all longitudinal joints shall be broken by a lap of approximately three inches. The spaces shall be immediately filled to within two (2) inches of the top of the blocks with dry gravel free from loam or dirt, and the blocks rammed to a true surface and firm bed with a seventy-five (75) pound rammer of approved shape. No cracked or chipped blocks shall remain in the pavement. After ramming, the spaces between the blocks shall be completely filled with a paving pitch made by the distillation of "straight run" coal tar and of such quality and consistency as shall be approved by the Commissioner of Public Works. The pitch shall be used at a temperature of not less than two hundred and eighty (280) degrees Fahrenheit and be spread in such quantity as to apply two (2) gallons to each square yard of pavement. The spreading shall be done in sections if the Commissioner of Public Works so directs. Provided, that, in any ordinance providing for the paving of such streets the Company may be required to pave in like manner and with like material as therein specified for other contiguous portions of said streets, except that when asphalt is used a layer of granite blocks shall be put in next to and on both sides of each rail.

Third. Whenever any existing pavement of the Company, in any unpaved street, or public way, can no longer be made serviceable by repairs; and whenever the Company lays down any track or tracks in any unpaved street or public way, then, and in either of such events, the Company shall pave or repave the portions of any such street or public way, which it is required to keep paved or repaved, as aforesaid, with good serviceable granite blocks.

Fourth. In each case where by said Exhibit A attached to this ordinance the Company is authorized and required to change a single track to a double track, in any street or part of a street, if the roadway therein be not at least thirty-eight (38) feet in width, the Company shall, at its own cost (such cost to be charged to capital account) widen said roadway to said width and shall rebuild the catchbasins and their connections and curb and pave said street, as may be required by the City Council; provided, that the Company shall not hereby be required to pave, in addition to the part of the street occupied by its double-track street railway, as pro-

vided for in this ordinance, more than eight (8) feet in width of such roadway nor to acquire private property in order to secure the necessary width for such roadway.

Power Houses, Buildings.

The Company shall build such power houses and auxiliary buildings, together with the necessary machinery and appurtenances as may be determined upon by said Company with the approval of the Board of Supervising Engineers to supply whatever electric power may be required (in addition to such power as the Company may acquire by lease or contract with such approval from sources other than its own plants) to enable the Company to operate at all times its street railway system efficiently and continuously.

In the construction of power plants, substations and other buildings, the Company shall comply with all general ordinances of the City in regard to buildings and to the installation of machinery, boilers, and smoke-consuming appliances. The buildings of said power plants shall be substantially fire-proof and supplied with smoke-stacks sufficient to carry off all gases emitted, and the foundations for the machinery therein shall be constructed in a solid and substantial manner.

The machinery and apparatus employed shall be selected and installed with a view of affording uninterrupted operation of the cars upon said railways, and to obtain this end the machinery shall be so arranged that a stoppage of one machine shall not prevent the operation of the remaining machines, and reserve machinery shall always be ready to be thrown into service. All boilers, piping, valves, fittings, steam engines, turbines, generators, switchboard apparatus, and other appliances used, shall be of the latest and most approved design and constructed and installed in accordance with the best engineering practice.

In all dynamos and connections where a high voltage current is produced or used approved methods for the protection of human life shall be employed.

The high tension switches shall be entirely enclosed in fireproof material, and shall be operated by levers, compressed air, auxiliary currents, or by such other means as will, as far as practicable, prevent personal contact with high tension current.

All feeders leading out of power plants and sub-stations shall be provided with some form of safety switches or automatic circuit-breakers designed to instantaneously open the circuit in case of a short circuit occurring on the feeder or on the trolley which it feeds.

All the foregoing specifications regarding modern and approved apparatus, protection from fire, and provisions for the protection of human life, shall apply with equal force to the sub-stations in case a system of transmision involving the use of sub-stations is adopted.

In case it is found desirable to secure power from any other source than the Company's own power plants no contract for supplying such power shall be entered into by the Company without the consent of the Board of Supervising Engineers.

Car Shops and Machinery.

It is contemplated that the present car shops and machinery contained therein will remain as at present installed with such additions thereto as may be necessary and located as follows:

Complete plant fronting on Vincennes Road at the corner of Seventy-eighth street, extending from Vincennes Road to Wentworth avenue.

Cars.

All new cars hereafter put in service shall be of the type known as double truck

cars, seating from 40 to 50 passengers; and in construction, design and equipment shall conform strictly to all the provisions of Section 10 of the ordinance.

The Company may retain in operation on said streets until the Board of Supervising Engineers otherwise directs, two hundred fifty-one (251) of the present single-truck cars now in service, it being understood that these cars shall be selected from the best cars now in service and shall conform in every respect to all general ordinances of the City regulating such cars.

All of the above cars shall be equipped with sufficient motor capacity to properly operate the cars at the schedule speed required by the service over the particular lines that they may be operated upon.

Electric or hot water heaters, or heaters of other types approved by the Board of Supervising Engineers, of sufficient capacity to heat the above cars as stipulated in the accompanying ordinance, shall be used.

Every passenger car used by said Company which is not now equipped with a power brake shall, on or before nine (9) months after the passage of this ordinance, be equipped with a power brake of a type approved by the Board of Supervising Engineers.

Every passenger car used by said Company which is not now vestibuled shall, on or before nine (9) months after the passage of this ordinance, be vestibuled in such manner as may be approved by the Board of Supervising Engineers.

Rolling Stock.

The Company shall provide all necessary snow-plows, sweepers, repair cars, work cars, etc., to properly take care of its system and maintain it in first class working condition.

EXHIBIT C.

Through Routes.

ROUTE NO. 1:

Beginning at Indiana avenue and 51st street; north on Indiana avenue to 18th street; west on 18th street to Wabash avenue; north on Wabash avenue to Lake street; west on Lake street to State street; north on State street to Division street; west on Division street to Clark street; north on Clark street to Evanston avenue; north on Evanston avenue to Devon avenue; west on Devon avenue to Clark street; returning by the same route.

ROUTE NO. 2:

Beginning at Halsted street and 79th street; east on 79th street to Vincennes road; north on Vincennes road to Wentworth avenue; north on Wentworth avenue to Archer avenue; east on Archer avenue to Clark street; north on Clark street to Division street; west on Division street to Clybourn avenue; north on Clybourn avenue to Belmont avenue; returning by the same route.

ROUTE NO. 3:

Beginning at Lake avenue and 55th street; west on 55th street to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Harrison street; west on Harrison street to Dearborn street; north on Dearborn street to Washington street; west on Washington street to La Salle street; north on La Salle street to Illi-

nois street; west on Illinois street to Wells street; north on Wells street to Clark street; north on Clark street to *Howard* avenue; returning by the same route.

ROUTE NO. 4:

Beginning at 75th street on South Chicago avenue; north on South Chicago avenue to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Chicago avenue; west on Chicago avenue to Larrabee street; north on Larrabee street to Lincoln avenue; north on Lincoln avenue to Bowmanville (Foster avenue); returning by the same route.

ROUTE NO. 5:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Van Buren street; west on Van Buren street to Kedzie avenue; returning by the same route.

ROUTE NO. 6:

Beginning at 77th street and Vincennes Road; north on Vincennes Road to State street; north on State street to Washington street; west on Washington street to Desplaines street; north on Desplaines street to Milwaukee avenue; north on Milwaukee avenue to Armitage avenue; west on Armitage avenue to 44th avenue; returning by the same route.

ROUTE NO. 7:

Beginning on State street at 39th street; north on State street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 8:

Beginning at Jackson Park avenue and 63d street; west on 63d street to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 9:

Beginning at 69th street and Ashland avenue; north on Ashland avenue to 12th street; west on 12th street to Paulina street; north on Paulina street to Lake street; east on Lake street to Ashland avenue; north on Ashland avenue to Clybourn place; east on Clybourn place to Southport avenue; north on Southport avenue to Clybourn avenue; returning by the same route.

ROUTE NO. 10:

Beginning at 71st street and Western avenue; north on Western avenue to Belmont avenue; returning by the same route.

ROUTE NO. 11:

Beginning at North avenue and Clark street; south on Clark street to Madison street; west on Madison street to Ogden avenue; southwest on Ogden avenue to 40th avenue; returning by the same route.

ROUTE NO. 12:

Beginning at Clark street and North avenue; west on North avenue to Wells street; south on Wells street and Fifth avenue to Adams street; west on Adams street to Clinton street; south on Clinton street to Harrison street; west on Harrison street to the intersection of Halsted street and Blue Island

avenue; southwest on Blue Island avenue to Western avenue; returning by the same route.

ROUTE NO. 13:

Beginning at 48th avenue and Archer avenue; northeast on Archer avenue to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 14:

Beginning at 46th avenue (48th avenue when the steam railroad tracks on 46th avenue are elevated) and 12th street; east on 12th street to Ogden avenue; northeast on Ogden avenue to Randolph street; east on Randolph street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 15:

Beginning on 21st street at Douglas Park; east on 21st street to Halsted street; north on Halsted street to Canalport avenue; northeast on Canalport avenue to Canal street; north on Canal street to Polk street; east on Polk street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 16:

Beginning at State and 39th streets; thence north on State street to Lake street; west on Lake street to Austin avenue; returning by the same route.

ROUTE NO. 17:

Beginning at 63d street on Kedzie avenue; north on Kedzie avenue to Chicago avenue; east on Chicago avenue to California avenue; north on California avenue to Belmont avenue; returning by the same route.

ROUTE NO. 18:

Beginning on Evanston avenue at Graceland avenue; south on Evanston avenue and Halsted street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 19:

Beginning on Chicago avenue at 60th avenue; east on Chicago avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to State street; south on State street to 63d street; returning by the same route.

ROUTE NO. 20:

Beginning on Madison street at 60th avenue; east on Madiosn street to and around the State street loop; returning by the same route.

ROUTE NO. 21:

Beginning on North avenue at 48th avenue; east on North avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to and around the State street loop; returning by the same route.

EXHIBIT "D."—CHICAGO CITY RAILWAY COMPANY.

List of Property Not Included in Inventory Presented to City and Which Is Not Required for Street Railway Operation.

Jackson avenue, between 54th and 55th streets.—Lots 14 to 21, inclusive, in Block 2, in re-subdivision of Block 12 of Drexel & Smith's Sub-division.

Thirty-first street, near Halsted.—Sub-lot 9, in May Hubbard's Re-subdivision of Lots 18 to 36, inclusive, and 70 to 73, inclusive.

Fifty-fifth and Jefferson avenue.—Lots 19 and 20, in Re-Subdivision of Blocks 56 and 67, in Hyde Park.

South Chicago avenue, near 71st street.—Lots 23 and 24, in Block 7, in Cornell.

Wabash avenue, between 51st and 53rd.—Lot 11, and north half of Lot 10, Brent's Subdivision, and the two flat buildings located thereon.

The following is the *ordinance running to the Chicago Railways Company, as passed:

AN ORDINANCE

AUTHORIZING THE CHICAGO RAILWAYS COMPANY TO CONSTRUCT, MAINTAIN AND OPERATE A SYSTEM OF STREET RAILWAYS IN STREETS AND PUBLIC WAYS OF THE CITY OF CHICAGO.

PREAMBLE.

WHEREAS, The **Receivers of the Chicago Union Traction Company** now maintain and operate a system of street railways in the streets and public ways in the **north,** west and south divisions of the city of Chicago; and,

WHEREAS, **The Chicago Railways Company, hereinafter called the "Company," has been organized for the purpose of acquiring, operating, re-constructing, re-equipping and extending said system under the terms of this ordinance; and,**

WHEREAS, The said City desires, for the proper accommodation of the public, to provide for the reconstruction, re-equipment and extension of the said street railway system and for the unified operation of said system together with the street railway system now maintained and operated by the **Chicago City Railway Company,** and to be in a position as soon as practicable freely to deal with the subject of transportation in its streets as a whole, and to fix and determine the definite terms and conditions upon which the said City shall have the right to purchase and take over at any time the street railway system of the Company. Now, therefore,

Be it ordained by the City Council of the City of Chicago:

AUTHORITY.

SECTION 1. That in consideration of the acceptance by the Company of this ordinance, subject to all of the provisions, conditions, requirements and limitations

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*Amendments adopted February 4, 1907, are printed in italics. Differences in the ordinance running to the Chicago Railways Company with respect to the ordinance running to the Chicago City Railway Company are denoted by heavy black type.

hereof, consent, permission and authority are hereby granted to the Company, its lessees, successors and assigns, to construct, reconstruct, maintain and operate a system of street railways in, upon and along the streets and public ways or portions thereof, in the City of Chicago, set out in the schedule marked "Exhibit A" hereto attached and made a part hereof.

For the purpose of carrying into effect the desire of the said City to provide for the unified operation of said street railways, an ordinance similar to this ordinance in general provisions and character, running to the Chicago City Railway Company, as grantee, covering the system of street railways now maintained and operated by said Chicago City Railway Company in the south division of said City, has been presented for passage concurrently with this ordinance, and it is hereby expressly provided that, upon the passage and acceptance of said last mentioned ordinance, then in all cases where this ordinance and the said ordinance relating to the street railways now maintained and operated by the Chicago City Railway Company confer grants upon more than one company in the same part of any street, the rights granted to the respective companies in such part of any street shall be construed to be for a mutual and joint use of tracks, and the rights of each company therein shall be the same as though the said ordinances making such grants had been passed and had taken effect concurrently, without regard to the actual dates of their respective passage and acceptance. Whenever such tracks are to be used jointly, they shall be constructed, maintained and operated at the equal joint expense of the said companies.

SPECIAL CONDITIONS.

The permission and authority hereby granted to the Company are, however, subject to the following conditions:

(a) Such permission and authority shall wholly cease and determine, unless within one hundred and twenty (120) days after the passage of this ordinance the Company shall acquire all the property, franchises, rights and claims described or referred to in Section 20 of this ordinance, including all the property constituting the system of street railways now operated by the Receivers of the Chicago Union Traction Company, provided a clear title to all said property, franchises, rights and claims be tendered the Company, free from liens and encumbrances, at a price not exceeding the price for which the City may buy the same under the terms of said Section 20.

(b) If such title be not so tendered the Company within said period, the permission and authority hereby granted shall nevertheless cease and determine without any further action whatever by the City of Chicago, unless within a period of two hundred and ten (210) days after the passage of this ordinance a plan of reorganization and readjustment which shall be consistent with the terms of the deposit agreement referred to in subdivision (e) of this Section shall have been approved as in said agreement provided, under which plan an opportunity shall be conferred upon each individual holder of a direct or indirect interest in or lien upon said property, franchises or claims, or any part thereof, or of any right, claim or demand as creditor or otherwise, entitled to enforcement against said property, franchises, rights or claims, or payable out of the same or any part thereof, to participate in the transfer of said property, franchises, rights and claims to and the acquisition thereof by the Company, and to receive such stocks, securities or other benefits as said plan of re-organization and readjustment may provide, on the terms and conditions in said plan set forth, and which

opportunity shall remain open during a period to be specified in said plan and approved as aforesaid, but not extending beyond January 20, A. D. 1908. Nothing in this ordinance contained shall be construed to confer, directly or indirectly, any interest in or right with respect to the authority and permission granted to the Company by this ordinance, or otherwise, upon any holder of any existing interest in or lien upon the property, franchises, rights and claims above mentioned.

(c) Upon the expiration of said period last mentioned, the Company shall proceed promptly to perfect its title to the entire property, franchises, rights and claims aforesaid, using for that purpose if necessary any and all stocks, securities and evidences of indebtedness acquired pursuant to said plan of re-organization and re-adjustment; and, to the extent that it may be necessary to acquire or extinguish any interests in or liens upon said property, franchises, rights and claims, or any debts, claims or demands against the same which are not represented by the stocks, securities and evidences of indebtedness so acquired by the Company, the City of Chicago may in its discretion exercise any and every power with which it may then be vested, whether by virtue of any statute, ordinance, contract or judicial decree, to acquire or extinguish such outstanding interests, or to obtain title to and possession of any part of the aforesaid property, franchises, rights and claims to which the Company shall not have obtained title. The Company, by the acceptance of this ordinance, shall be obligated at the option of the City to buy from the City all such property, franchises, rights and claims so acquired at the price which the City may have to pay for the same, and to make payment therefor at or before the time when the City is to pay the purchase-price of said property, and to indemnify and on demand reimburse the said City for all expenses incurred in the exercise of said powers in acquiring or extinguishing such outstanding interests, or in obtaining title to or possession of such property, or in terminating such possession, use or occupation or in attempting any such action at the suggestion or request of the Company.

The Company shall not be so obliged to buy unless the price to be paid by the City for the title obtained or the property acquired or extinguished in pursuance of this subdivision (c) of this section shall be determined by judicial proceeding or by appraisement by a disinterested tribunal, the City hereby consenting that the Company shall have a right to be heard upon the question of value. In order to reduce the price which the City may have to pay for any property so acquired or extinguished, the Company, by the acceptance of this ordinance, shall be obligated to waive in favor of the City any right of participation in such purchase-price by reason of any stocks, securities or evidences of indebtedness which it shall have acquired, or of which it may have the control through a trustee or otherwise, and to allow the City to use the same in such appropriate manner as the nature of the proceeding will permit in reduction of the purchase-price.

(d) Within a period of three years from and after the passage of this ordinance, the Company shall perfect its title to said entire system of street railways and shall free the same from any lien or encumbrance other than such as are herein expressly authorized to be created. The Company shall not, however, be deemed to be in default with respect to the obligation last above stated so long as there shall have been no notice given by the City of its intention to purchase said street railway system, or to cause the same to be purchased by its licensee, unless notice in writing shall have been given to the Company by the City of some particular defect of title or of some particular lien or encumbrance and the Company shall have failed within sixty (60) days thereafter to remove the same.

And so long as no such notice of intention shall have been given by the City, no default shall be deemed to exist on the part of the Company with respect to said obligation last above stated, in any of the following classes of excepted cases, it being distinctly understood and agreed that the burden of proof rests upon the Company to show that any alleged defect of title, or lien or encumbrance falls within any of said excepted classes, next hereinafter consecutively numbered, to-wit:

(1) Unsubstantial or trivial defects of title.

(2) Defects of title of real property used for the production of power or for office purposes or for the storage of supplies, materials or equipment, or for other like purposes, but only if and so long as the Company shall procure and keep in force a policy of insurance, insuring its title to such property, issued by a Company in good standing authorized to engage in the business of insuring titles in the State of Illinois, indemnifying the Company and the City or its licensee in the event of purchase, as in this ordinance provided, against any and all loss, damage or expense by reason of such defect of title, lien or encumbance for an amount not less than the full value of the particular piece of real property subject to such defect, lien or encumbrance, as set forth in the appraisal inventory referred to in Section 20 of this ordinance, with all additions and improvements thereto as certified by the Board of Supervising Engineers.

(3) Liens or encumbrances securing unmatured obligations for the payment of money, but only if and so long as the Company shall keep on deposit, with one or more of the depositaries appointed in accordance with the provisions of this ordinance, money sufficient to pay the principal of such obligations (and interest on such obligations as the said interest becomes due, to maturity) and also to pay all charges or expenses incident to the release of such lien or encumbrance, upon a specific trust to apply such money to make such payments, or, in case of purchase of said property by the City or its licensee, as in this ordinance provided, and in the event that the City or its licensee shall elect to take title to such property subject to any such lien or encumbrance, then to pay over to the City or its licensee, as the case may be, the entire amount remaining of said deposit.

(4) Defects of title by reason of any estate, interest, right, title, claim, demand, lien or encumbrance acquired by the City after the passage of this ordinance and either held by it or subject to its control, but only if and so long as the Company tenders and stands ready to pay to the City, for a conveyance, release or discharge thereof, an amount equal to the cost and expense to the City of acquiring such estate, interest, right, title, claim, demand, lien or encumbrance, with interest.

(5) Any alleged defect of title arising out of any claim or demand originating after the passage of this ordinance against the Company or its property the validity, amount or extent of which shall be contested by the Company in good faith and upon reasonable grounds by appropriate legal procedure with reasonable diligence, provided the Company shall give to the City indemnity therefor satisfactory to the Mayor of the City in his absolute discretion.

(e) It is further expressly provided that no right, permission or authority under this ordinance shall vest in the Company and the Company shall not have the right to accept this ordinance unless at the time of such acceptance there shall have been deposited with *The Chicago Title and Trust Company*, Trustee, under an

agreement substantially in the form hereto annexed and marked "Exhibit D," which agreement shall then have been duly executed, certificates of stock duly indorsed in blank for transfer, representing not less than the following amounts of the capital stock of the respective corporations hereinafter mentioned, viz.: *three* thousand, one hundred and *twenty-six (3,126)* shares of the capital stock of the Chicago West Division Railway Company, and one thousand, *two* hundred and *fifty-one (1,251)* shares of the capital stock of the North Chicago City Railway Company (being, respectively, more than *a majority* of the entire capital stock of said companies, other than that held by Trustees under outstanding mortgages or deeds of trust); also twenty-nine thousand, six hundred and one (29,601) shares of the capital stock of the North Chicago Street Railroad Company, and forty-nine thousand, nine hundred and forty-six (49,946) shares of the capital stock of the West Chicago Street Railroad Company (being respectively more than a majority of the entire capital stock of said two companies last named, other than that held by the Illinois Trust and Savings Bank, as Trustee under a deed of trust); and, also, eighty thousand and one (80,001) shares of the preferred stock and one hundred and thirty-three thousand, three hundred and thirty-four (133,334) shares of the common stock of the Chicago Union Traction Company (being more than two-thirds of each class of said capital stock); provided that the City shall have and hereby reserves the right to modify the aforesaid provisions and conditions so as to reduce the proportion of stock of any or all of said companies to be so deposited to such amount as to the City may seem proper; and provided further that the certificate of said Trustee as to the number of shares of stock so deposited shall be prima facie evidence in respect to the performance of the foregoing conditions and provisions.

In the event that the Company shall accept this ordinance and thereafter by reason of its failure to comply with any of the covenants or conditions hereof, the permission and authority granted by this ordinance shall cease and determine, then and in that event all the shares of stock of the Companies in this subdivision of this section mentioned, then owned by the Company or deposited with the Trustee under said agreement as above provided, and all the beneficial interest appertaining to said stock and assigned to the Company or to said Trustee shall pass to, vest in and become the property of or be subject to the control and disposition of the City or of such person or persons or corporation as the City shall by ordinance designate, subject to the terms of said deposit agreement.

(f) No right, permission or authority under this ordinance shall vest in the Company and the Company shall not have the right to accept this ordinance unless, at the time of such acceptance the Company shall be in lawful possession of all the lines of street railway operated by the Receivers of the Chicago Union Traction Company, on February 1, 1907, with all the plant and equipment in use on or in connection with said lines at the time of said acceptance, with power and authority to comply with the provisions of this ordinance with respect to the operation, maintenance, extension, re-construction, re-equipment and improvement of said railways, and to make from the receipts thereof all the deposits and payments required by the provisions of this ordinance to be made from such receipts, and with power to transfer to the City, or its licensee, all such possession, rights, and powers in accordance with the provisions of this ordinance in that behalf hereinafter set forth.

(g) The Company shall at all times during the life of this grant maintain the possession of the property and the power and authority which by sub-division

(f) of this section the Company is required to have at the time of the acceptance of this ordinance, subject to the provisions contained in this ordinance as to the suspension or termination of such possession.

RECONSTRUCTION.

Section 2. The Company shall proceed at once to re-construct portions of the track and roadbed constituting said system of street railways now maintained and operated by the Receivers of the Chicago Union Traction Company and put said entire street railway system, plant and equipment in first-class condition, in full compliance with the specifications and provisions for such work in this ordinance and in the Exhibit hereto attached, marked "Exhibit B" and made a part of this ordinance, with the same force and effect as though herein fully set forth, and to operate and maintain said system in accordance with the provisions of this ordinance and of said "Exhibit B."

Such provisions of this ordinance as are in the nature of specifications shall be given at all times full force and effect, except in cases, if any, in which they conflict with express provisions of "Exhibit B," in which cases the latter shall prevail. The provisions of this ordinance and those of "Exhibit B," however, shall be construed together, and both, so far as practicable, be given full effect throughout the life of this grant.

The expressions "property of the Company" or "street railway system of the Company" or equivalent expressions as hereinafter used, except where the context clearly indicates a different meaning, shall be deemed to denote all the property from time to time possessed or used by the Company in and about the street railway business conducted under the provisons of this ordinance, including all franchises, rights and privileges of every nature enjoyed or exercised or capable of being enjoyed or exercised in connection therewith, irrespective of the nature or extent of the Company's interest therein, and a similar construction shall be given to expressions relating to particular classes or species of the Company's property.

EXTENSIONS.

Section 3. The said City shall have the right, subject to the limitations contained in this ordinance, at any time to require the Company to make extensions of and additions to the lines of street railway enumerated in said "Exhibit A." Such extensions and additions shall be made under the supervision of the Board of Supervising Engineers, as hereinafter in Section 7 provided, and the cost thereof shall be determined as provided in said section. The character and quality of such work shall comply with the specifications set forth in said "Exhibit B," so far as the same may be applicable thereto.

The Company shall promptly and within a reasonable time after the passage of this ordinance construct and equip the extensions of its street railway system provided for in "Exhibit A," *and also in Section 38 hereof, subject to the provisions of said Section 38,* and shall operate the same as a part of its system in conformity with the provisions of this ordinance, and at any time after three (3) years from the acceptance of this ordinance, the Company shall upon the order of the City Council of the City, construct and equip such additional extensions as may be required by the City and shall operate the same as a part of its system in conformity with the provisions of this ordinance, provided, that the Company shall not be obligated hereby to construct and operate any such additional extensions in any street or public way nearer any then existing parallel street railway tracks

of the Company than one-half mile, and that the Company shall not be obligated hereby to construct more than six miles of double track railway or twelve miles of single track railway in any one calendar year during the term of this grant.

The Company shall, however, upon the order of the City Council of the City, construct, equip and operate such extensions of its street railway system in addition to those hereinabove provided for as may be required by the City Council subject to the conditions and limitations contained in Section 26 of this ordinance.

The Company shall not be authorized or obligated to construct any extension of its street railway system upon streets on which street railways are not located when this ordinance goes into effect until the City has granted to the Company whatever authority in addition to this ordinance may be necessary to comply with the frontage consent laws of the State of Illinois.

MOTIVE POWER.

SECTION 4. The motive power to be used in the operation of said street railways shall be electricity, applied by the overhead trolley system or otherwise, as more particularly set forth in said "Exhibit B;" provided that the said City (subject to the limitations contained in Section 26 hereof), at any time after three years from the date of the acceptance of this ordinance, may require by ordinance, that the Company shall operate under the provisions of this ordinance any of its street railways herein authorized by electric power transmitted through working conductors carried in conduits below the surface of the street and between and underneath the rails, otherwise known as the underground trolley system, and shall thereafter cease to operate the same by overhead trolley.

USE OF POLES, CONDUITS, ETC.

SECTION 5. The Company may use its trolley poles, feeder poles, trolley wires, feeder wires and the conduits authorized and provided for in said "Exhibit B," for all purposes solely connected with the operation of its street railways, such as power, light, heat and telephonic and other signals. For such purposes the Company may connect such conduits, poles and wires with its transmission and feeder wires, power plants, substations, car houses, repair shops or other property of the Company, and with any transmission, feeder or other wires of any other individual or corporation.

JOINT USE WITH THE CITY.

The said City shall have the right, without the payment of any compensation therefor, during the life of this grant, to use the poles of the Company to carry the signal, telephone, telegraph and electric light wires and lamps of the said City. The transmission wires of the said City for such purposes shall be placed on poles of the Company, on that side of each street or way (where poles are located on both sides thereof) designated by the said Board of Supervising Engineers, without cost or expense to the Company, but the Company shall repair and maintain its poles as one of the operating expenses of the said street railway system under this ordinance; provided, that the said City shall indemnify and save harmless the Company against and from all damages, judgments, costs or expenses which the Company may suffer by reason of any negligence of the said City in installing, maintaining or using its said wires and lamps upon said poles.

SUBWAYS.

SECTION 6. The Company hereby gives to said City and said City reserves the

power by ordinance to require the Company to join with the **Chicago City Railway Company** and with the said City in defraying the cost of the construction of a system of subways for the joint use of the said companies as down town terminals of their street railway systems, and for the use of said City and of its licensees, the legal title to said subways to be in said City, subject to the rights of the said companies under this ordinance, it being, however, an express condition of the Company being required to join in defraying the cost of such construction of such system of subways, that said subway system and the extensions thereof shall not be used for street railway purposes during the life of this grant except by the street railway systems of said companies; provided, that the companies shall not be required to contribute to the cost of said subway system any amount in excess of the pro rata cost of that part of said subway system which is to be devoted to the use of said companies or either of them and that the total amount which the said companies shall be required to contribute toward the construction of said system of subways shall not exceed the sum of five million ($5,000,000) dollars, exclusive of the cost of (1) reconstructing the present tunnels under the Chicago River, or (2) of converting said tunnels into a part of said system of subways. Three-fifths of that part of the cost of the said subways (exclusive of the tunnels under the Chicago River), payable by said companies shall be borne by the Company and two-fifths of the said cost shall be borne by said **Chicago City Railway Company**; and provided, further, the Company shall not be obligated to join in defraying the cost of the construction of such subway system until (1) the said City shall authorize the construction of said subway system by an ordinance which shall prescribe the location, character and extent of said subway system and the plans and specifications therefor, which plans and specifications shall include provision specifying the portions thereof to be devoted to the use of said companies, respectively, and to the use of the said City and its licensees, and regulating the manner of such uses, and specifying the share of the cost of such subway system to be borne by said companies and the extent of the user to which each said company shall be entitled in that part of said subway system devoted to street railway purposes, and until, (2) the Board of Supervising Engineers shall approve the location, character and extent of and the plans and specifications for such subway system. The limitation of five million dollars as above defined shall apply to the subway system above mentioned, but shall have no application to the extensions and additions herein next mentioned.

When said subway system shall have been fully completed (but not before the expiration of five years from and after the acceptance of this ordinance) the Company (subject to the limitations contained in Section **26** hereof) may be required by ordinance to join with the said **Chicago City Railway Company** and with the said City in defraying the cost of the construction of extensions and additions to such subway system and the Company agrees that it will pay to the said City the pro rata cost of constructing that portion of such extensions which is to be devoted to the use of the Company and its proportionate part of the pro rata cost of constructing that portion of such extensions which is to be devoted to the joint use of the said companies; provided, however, the Company shall not be obligated to join in defraying the cost of the construction of such extensions and additions to said subway system until (1) the said City shall authorize the construction of said extensions and additions by an ordinance which shall prescribe the location, character and extent of said extensions and additions and the plans and specifications therefor, which plans and specifications shall include provisions specifying

the portions to be devoted to the use of said companies and to the use of said City and its licensees, and regulating the manner of such uses and specifying the part of the total estimated cost of such extensions and additions to be borne by the said companies, respectively, and until (2) the location, character and extent of said extensions and additions and the plans and specifications therefor shall be approved by the said Board of Supervising Engineers.

The provisions of this ordinance under which the said Company obligates itself to contribute to the cost of constructing subways and extensions of subways and fixing the conditions under which the said Company is so obligated shall not have the effect or be construed to have the effect of depriving the said City of any right which the said City may have or acquire (otherwise than by virtue of this ordinance) to construct subways or extensions thereof, or to compel said Company to contribute to the cost of such subways or extensions, or to compel said Company to use the subways in whole or in part, in connection with its street railways or to fix the terms and conditions of such use. By the acceptance of this ordinance the Company admits that the City has the right and authority to construct subways and extensions of subways in the streets and parts of streets described in "Exhibit A" and in all other streets or parts of streets in which the Company is now or hereafter authorized to construct or operate street railways and the Company by such acceptance consents to the exercise of such right by the City; but the Company by the acceptance of this ordinance shall not be construed as admitting that the City now has any right otherwise than by virtue of this ordinance to compel said Company to contribute to the cost of any subway or extension thereof, or to compel said Company to use subways in whole or in part in connection with its street railways or to fix the terms and conditions of such use, or that it could acquire such right, and the exercise by the City of any such right shall not impair or in anywise affect the rights of the Company under the provisions of this ordinance in that part of any subway, or extensions thereof, to the cost of constructing which the Company shall have contributed.

Nothing in this ordinance contained shall be construed to give the said City the power to require the Company in case of the construction of said subway system, or extensions and additions thereto, and the placing of its railway tracks therein, or in a part thereof, to cease the operation of its railway, during the life of this grant, upon the surface of any of the streets or parts of streets under which the said subway system, or said extensions and additions thereto, may be constructed, so long as or whenever the City shall permit the construction or operation of any street railways upon the surface of such streets or parts of streets, respectively.

It is expressly provided that in case the capacity of that portion devoted to street railway purposes, of any subways or extensions of subways, constructed under the provisions of this Section of this ordinance, shall at any time be greater than necessarily and properly required for the use of the said Company or companies which have contributed to the cost of said subways or extensions thereof in the operation of their street railways therein, the City may authorize or require any other company operating elevated railways in said City to use said subways and extensions, or parts thereof, to the extent of such surplus capacity, but only to such extent, provided that such company shall pay a reasonable rental for such use by it, which rental shall be apportioned between the parties who have contributed to the cost of constructing the portion of such subways or extensions so used by such other

company in proportion to the extent of their respective contributions; and the portion of such rental so paid to the Company shall be considered and treated as part of its gross receipts, to be disposed of under the provisions of this ordinance as other gross receipts from the operation of the street railways of said Company are to be disposed of. The City shall have the right to use the said subways and extensions for any elevated railway belonging to said City to the same extent and upon the same terms that it may authorize or require their use by any elevated railway company.

CITY TO HAVE SUPERVISION OF REHABILITATION.

SECTION 7. All of the construction, re-construction, equipment, re-equipment, extensions and additions to plant and property provided for or required by this ordinance **or the exhibits thereto,** including underground trolleys, **tunnel re-construction,** new lines, extensions, and other additions to plant and property (but not subways or extensions thereof), shall be done, performed and acquired by the Company under the direction and supervision of said Board of Supervising Engineers, and the cost and expense thereof shall be borne and paid by the Company, but no contract, subcontract or payment therefor **except as expressly provided in Section 34 hereof** shall be made without the written approval of said Board.

The Company shall purchase materials and equipment, and employ engineers, superintendents, clerks, foremen and workmen and shall pay all expenses of every nature, including legal expenses, necessary to the proper, complete and prompt performance of the above mentioned work, upon the lowest advantageous terms and subject to the approval of the said Board of Supervising Engineers, and to the actual amount paid by the Company in and about carrying out each and all of the requirements of this section, shall be added ten per cent. of such amount as a fair and proper allowance to the Company for conducting the said work and furnishing said equipment and five per cent. for its services in procuring funds therefor, including brokerage; **except that no such percentages shall be allowed on the cost of reconstructing the Van Buren street tunnel as provided in the first paragraph of Section 34 of this ordinance, or of lowering and removing obstructions to navigation in the Chicago River under the ordinance of the City of Chicago relating thereto, passed June 18th, A. D. 1906.**

The said Board of Supervising Engineers shall, on or before the fifteenth day of each month, make a report in writing, dated the first day of such month, to the City Comptroller of the amount of money actually expended during the previous month by the Company with the approval of said Board of Supervising Engineers in and about carrying out the requirements of this section together with the percentages of such amount in the next preceding paragraph provided for, and all amounts contributed by the Company to the cost of the said subway system or extensions thereof together with five per cent. of the amounts so contributed; and the interest provided in Section **25** hereof as a deduction from gross receipts shall begin to run upon the total amount of each such certificate from and after the date thereof.

The amount **or amounts** so certified by the said Board of Supervising Engineers (including the said additional percentages thereof as hereinabove provided) shall be final and binding upon both parties hereto and shall be conclusively held and taken as the cost of the said construction, reconstruction, equipment, re-equipment, extensions and additions to plant and property, including subways, underground trolleys, **tunnel re-construction,** new lines, and other additions to plant

and property, which shall be paid by the said City upon the taking over of the said street railway system as in this ordinance provided, except that said Board may at any time within sixty (60) days after the date of any such certificate correct any error or omission therein.

The cost of such construction, reconstruction, equipment, re-equipment, extensions and additions, including said percentages, not exceeding the amount so certified, together with all amounts contributed by the Company to the City for the construction of subways or extensions thereof, with five per cent. of said last named amounts added thereto, may be represented by bonds or obligations to be held, negotiated or sold by the Company, bearing interest at a rate not exceeding five per cent. per annum, payable semi-annually on the first days of February and August in each year, maturing not earlier than twenty years after the passage of this ordinance, in denominations not less than five hundred dollars each, redeemable at par and accrued interest, after published notice, on any day appointed for the payment of interest. Such bonds or obligations may be secured by a mortgage or deed of trust, which shall comply with all the provisions of this ordinance and the form of which shall be submitted to and be subject to the approval of a Trust Company qualified to act as depositary under the terms of this ordinance, to be selected by the Mayor of the City of Chicago, as containing (the circumstances considered) no provision unusual or unreasonable in character. The Company shall not at any time create any lien or encumbrance upon the property or rights conveyed by said mortgage or deed of trust or any part thereof superior to that securing said bonds and obligations. Provided, however, that the Company shall not be authorized to make or issue said bonds or obligations to an aggregate amount exceeding the amount certified by the Board of Supervising Engineers, nor shall the City be bound to recognize any of said bonds or obligations as having been authorized by this ordinance unless and until there shall be endorsed thereon by the City Comptroller or other officer or agent of the City designated by ordinance, a certificate to the effect that such bond or obligation is one of the bonds or obligations by this section authorized. To the extent that the amount certified by said Board of Supervising Engineers (including said percentages) shall not be represented by bonds and obligations as aforesaid, a lien shall exist in favor of the Company, its successors and assigns, of equal rank and like character to that securing the said bonds and obligations hereinabove authorized.

The said Board of Supervising Engineers shall have the power to determine what work shall be treated as construction, reconstruction, equipment, re-equipment, extensions, new lines, underground trolleys, tunnel re-construction, or additions to plant or property to be paid for by the Company out of the capital funds to be provided by it for that purpose, and what shall be treated as maintenance, repairs and renewals, to be paid for out of the gross receipts of the Company from the operation of the street railway system hereby authorized. But any such determination of said Board shall be governed by the following provisions:

During the three (3) year period of "Immediate Rehabilitation" seventy (70) per cent. of the gross receipts shall be set apart and shall be used so far as required in defraying the operating expenses, including maintenance and repairs, and the residue of said seventy (70) per cent. shall be applied to the cost of renewals and no part of the cost of any renewal paid for out of such seventy (70) per cent. shall be charged to additional capital, and all expenditures for renewals during said three (3) years in excess of such residue of said seventy (70) per cent. shall be charged to capital account.

After such three (3) year period of "Immediate Rehabilitation," the cost of renewals shall be paid as provided in Section 16 hereof, but such expenditures (and only such expenditures) as are made for the purpose of extensions of or additions to property shall be thereafter considered as additions to capital, provided, however, that in the replacement of any principal part of the property, either existing or hereafter acquired, there shall be charged to capital the excess amount that the new property cost over the original cost of the property displaced, excepting that the value of property contained in the appraisal inventory of the property of the Company, referred to in paragraph 1 of Section 20 hereof, shall be used instead of first cost for all property listed in such appraisal inventory.

REMOVAL OF TRACKS.

SECTION 8. The Company shall forthwith remove all tracks now owned, operated or maintained by the Receivers of the Chicago Union Traction Company which it is not expressly authorized by this ordinance hereafter to maintain and operate. If it shall hereafter cease to operate over any of its tracks or any portion thereof, it shall remove such unused tracks upon the order of the City Council. Failure to operate cars for the carriage of passengers at least once each way within every hour of each day between the hours of six (6) A. M. and eight (8) P. M. over any part of a street or public place in which tracks of the Company are laid, shall be treated as a cessation of operation of its tracks in such part of street or public place within the meaning of this section, unless such operation is interfered with by unavoidable accidents, labor strikes or litigation brought without connivance of the Company; provided, however, that the foregoing provisions of this section shall not be construed to require or authorize the removal of curves or turn-outs or of connecting tracks specifically authorized by this ordinance or the exhibits hereto to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, or such tracks as may be necessary for a connection with the Company's property used for street railway purposes.

The City shall have the right by ordinance to require the Company to remove any tracks or portions thereof, the further maintenance of which is at any time no longer warranted by the traffic, or reasonably required in the operation of the said street railway system, provided that the Company shall not be required to remove such tracks but may maintain or reconstruct and operate the same during the life of this grant so long as or whenever the City shall permit the construction or operation of any street railways upon the streets or parts of streets respectively from which such tracks have been so required to be removed and in every case of removal of tracks as aforesaid, the Company shall restore the street or public way to the condition of the other portions thereof, all at its own cost, such cost to be treated as an operating expense.

If the Company shall fail within a reasonable time (not to exceed 30 days) to remove any such tracks on order of the Commissioner of Public Works, the said City may remove them, charging the expense thereof to the Company; provided, however, that nothing in this section contained shall relieve the Company from its obligations at all times to render adequate service on its street railways.

RIGHT TO SELL UNNECESSARY PROPERTY.

SECTION 9. The Company shall not hereafter sell, or permit to be sold to others, any of the property now in the possession of, and operated by, the Receivers of the Chicago Union Traction Company or hereafter acquired by said Receivers or

by the Company as an addition to or extension of, or for use in connection with the said street railways, except as the same may become unnecessary or unadapted to the proper operation and maintenance of said street railways under the terms of this ordinance, and before making any such sale the Company shall secure the written approval of such sale and of the amount and terms thereof by the said Board of Supervising Engineers, and such written approval of said Board shall be conclusive of the right of the Company to sell and transfer complete title to the purchaser, who shall not be obliged to look to the application of the proceeds of such sale.

In the event of any such sale made during the period of "Immediate Rehabilitation," the proceeds shall be deducted from the amount allowed to the Company for such reconstruction, and in the event of a sale after such "Immediate Rehabilitation" is completed, the proceeds thereof shall be deposited with the depositary or depositaries selected under the provisions of Section 16 of this ordinance and shall constitute a part of and an addition to the reserve fund provided for in said section for Renewals and Depreciation.

The value of any such property sold after February 1, 1907, and before the acceptance of this ordinance, (not less, however, than the value thereof specified in the appraisal inventory referred to in Section 20 of this ordinance) although the Company may not have made such sale or have received the proceeds thereof, shall be accounted for by the Company as provided in the case of sales made by the Company during the period of "Immediate Rehabilitation," and as if such sales had been made by the Company.

SERVICE REGULATIONS.

SECTION 10. The Company hereby agrees to comply with all reasonable regulations of the service of the said street railway system which may be prescribed from time to time by the City Council of said City and that the approval of any such regulation by the Board of Supervising Engineers shall be binding upon the Company (but not upon the City) as to the reasonableness thereof.

STYLE OF CARS.

All passenger cars operated by the Company shall be used for the carriage of passengers only. All such cars hereafter built or purchased shall be of the best and most approved finish, style and design to be approved by the Board of Supervising Engineers; they shall have center aisles; they shall be without running footboards along the sides, and shall be equipped with sufficient motor capacity. Cross-seats facing forward shall be used, but longitudinal seats each seating not more than four passengers, may be used at the ends of the cars. All closed cars shall be vestibuled, and shall be of the style and description specified and provided in said "Exhibit B," and at least 225 cars of such description shall be acquired by and placed in operation upon the tracks of the Company within one (1) year from the passage of this ordinance, exclusive of delays occasioned by strikes or other causes beyond the control of the Company.

PUSH BUTTONS.

All cars operated by the Company shall be supplied with a sufficient number of electric bells, connections and push buttons to enable passengers without inconvenience to notify the conductor of their desire to leave the car.

FENDERS.

All cars shall be equipped with efficient and serviceable fender devices, head lights and sand-boxes.

BRAKES.

Each double-truck car shall be equipped with two sets of brakes, one of which shall be a hand-brake and the other an efficient power-brake of modern, improved type.

CLEANLINESS AND VENTILATION.

Said cars shall at all times be kept clean and in good repair, and shall be thoroughly ventilated.

HEATING.

The said cars shall be kept heated at the temperature of fifty (50) degrees Fahrenheit, as nearly as practicable, and each car shall contain a standard thermometer appropriately placed to enable passengers to see that this provision is complied with.

LIGHTING.

All cars shall be kept well and sufficiently illuminated by electric light or other illuminants approved by said Board of Supervising Engineers.

SIGNS.

Each car shall bear appropriate and conspicuous signs upon both its sides and ends so placed as to indicate, both day and night, the route and destination of such car. At night such signs shall be illuminated.

ADVERTISEMENTS.

The Company may permit advertisements in its cars, but no advertisement shall be placed upon the outside of any car, and only the space between the top of the windows and the transom of the car shall be used for advertisements on the inside of cars.

FUNERAL CARS AND MAIL CARS.

The Company is hereby authorized and permitted to operate funeral cars, and separate cars for the use of the United States Post Office Department, for the carriage of mail.

SINGLE CARS ONLY.

Every electric car shall be in charge and under the control of two competent men, a motorman and a conductor, and (after the expiration of one year from the date of the passage of this ordinance, or at such earlier time as the Company shall be able to acquire the necessary rolling stock to enable it to abandon trailers) shall be operated singly.

RATES OF FARE.

SECTION 11. The Company, except as to chartered cars to private parties and as in this ordinance provided, shall be entitled to charge passengers, during the term of this ordinance, the following rates of fare, to wit:

For a continuous trip in one general direction, within the *present or future* limits of the City, over its street railways covered by this ordinance and all extensions thereof (whether owned, leased or operated by it) the sum of five cents (5c) for each

passenger twelve years of age or over, and three cents (3c) for each passenger under twelve (12) years of age; provided that children under seven (7) years of age accompanied by a person paying fare shall be permitted to ride free.

UNIVERSAL TRANSFERS.

Every such passenger may demand and upon such demand shall receive from the conductor of the car upon which he first takes passage, or from some authorized agent of the Company, a transfer. Said transfer shall entitle such passenger to ride upon any other line of said street railway system owned, leased or operated by the Company, or any other line of street railway operated by any other *corporation* from which the Company is by this ordinance obligated to accept transfers, which connects with, crosses, intersects or comes within a distance of two hundred (200) feet of the line of said street railway upon which the passenger first took passage and paid his fare. But this obligation shall not apply in the South Division of the City of Chicago north of Twelfth street, except that upon the completion and operation of subways under the provisions of this ordinance, transfers shall be given at all points within said subways where lines of railway of any *such corporation or corporations*, which are required by this ordinance to issue or receive transfers, connect with each other.

The payment of a single fare shall not entitle a passenger to reverse his general direction of travel. If necessary to enable a passenger to reach his destination the conductor or other authorized agent of the Company shall issue without additional charge, a transfer upon a transfer, the same as required upon payment of a cash fare; the intention being that for a single fare the Company shall carry any passenger for a single continuous ride over any of the said lines of street railway owned, operated or leased by it, within the limits of the said City, so long as such ride is in the same general direction, although some of the lines necessary to be used by such passenger in arriving at his destination intersect or cross one another.

In every instance the transfer given to a passenger may designate the point or place of transfer, and the same must be used at such point or place, within a reasonable time, not exceeding fifteen (15) minutes after such point or place is reached by the car from which the passenger is transferred, provided that within said fifteen minutes a car shall pass such point or place of transfer in the direction and upon the route indicated by said transfer; but if no car shall pass such point within said time the passenger shall have the right to take the first available car passing such point in the direction indicated upon the passenger's transfer. A passenger upon any car delayed through the fault, negligence or inability of the Company shall be entitled to receive a transfer to a car upon the nearest line of the Company going in the same general direction as the delayed car.

The Company shall also on its cars accept and honor as fares, transfers issued by any other corporation to passengers upon any line of street railway covered or authorized by the said ordinance to the Chicago City Railway Company, hereinabove referred to as presented for passage in the City Council of said City, concurrently with this ordinance, which connects with any of said lines of the Company, under the same conditions and with like effect as though both lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance.

The Company shall also accept and honor as fares transfers issued by the Chicago General Railway Company at all points where the railway lines of the Company connect with or intersect the lines of said Chicago General Railway Com-

pany, constructed and in operation at the time of the passage of this ordinance, with like effect as though both said lines of street railway were owned by the Company and the transfers were issued under the foregoing provisions of this ordinance; upon condition, however, that said Chicago General Railway Company shall accept and honor at such transfer points, as fares, transfers issued by the Company.

The said proposed arrangement contemplates that in every instance the street railway company accepting any such transfers shall give to the passenger presenting it the same accommodations and the same transfers, if requested, to its other line or lines, as such passenger would be entitled to receive if he had paid a cash fare.

The Company, acting by itself or in conjunction with the other companies to which the provisions of this Section apply, may, with the approval of the said Board of Supervising Engineers, adopt reasonable rules and regulations not inconsistent with the provisions of this ordinance, for the transfer of passengers as provided for herein, and for the prevention of the fraudulent use of transfer privileges. *The purchase or acquisition by the City or its licensee of any street railway or railways of any company other than the Chicago Railways Company shall not affect or impair the obligations of the Company under the provisions of this ordinance with regard to transfers and through routes in connection with, or over the line or lines so purchased or acquired, but the same shall thereafter continue in full force and effect.*

NO PASSES: EMPLOYES, POLICEMEN AND FIREMEN FREE.

SECTION 12. No passes of any kind or description shall be issued or given to any person, and no person, except employes of the Company, policemen and firemen, respectively, in full uniform, shall be permitted to ride upon any street railway without the payment of fare; provided that the Company may issue to its employes free tickets for use while engaged in the performance of their duties, **and may permit them to ride free when wearing an official badge of the Company conspicuously in view.** The Company shall keep a record of the number of such free tickets and to whom issued.

MAIL CARRIERS.

In the event that the United States Post Office Department shall pay to the Company a sum of money based upon the system of sales of tickets in effect between the Post Office Department and the Company for the use of letter carriers during the year 1906, the said amount of money to be not less than **Ten Thousand, One Hundred, Five Dollars and Sixty-five Cents ($10,105.65)** per annum, with proportionate increase in said amount for any increase in the number of letter carriers employed in the City of Chicago over the number of such carriers so employed in the year 1906, then the Comapny shall carry on its street railways United States letter carriers in full uniform, at all times, without the payment of fare.

THROUGH ROUTES.

SECTION 13. The Company will co-operate with **any** corporation operating the street railway in Halsted street, from O'Neil street **south,** to operate a through line of cars in said street. Whenever the said City shall so direct and shall grant to the Company and to **any** corporation operating a street railway in Western avenue, **south of the South Branch of the Chicago River,** a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; also, whenever the said

City shall grant to the Company and to any corporation operating a street railway in Kedzie avenue, south of said South Branch, a license or franchise to connect their lines in said avenue, the Company will co-operate with such other corporation to operate a through line of cars in said avenue; and, also, whenever the said City shall grant to the Company and to any corporation operating a street railway in Ashland avenue, south of said South Branch, a license or franchise to connect their lines in said avenue, the Company shall co-operate with such other corporation to operate a through line of cars in said avenue; and said corporations shall thereafter operate and maintain said through lines of cars in the said streets and avenues, respectively; provided, that the Company shall only be required to operate said through lines across or over any river or canal, when the said City or some third party shall provide and maintain a bridge across the same upon which it may operate its cars.

The Company will co-operate with any corporation or corporations operating such of the street railway lines now operated by the Chicago City Railway Company as may be parts of the through routes in this ordinance or in "Exhibit C" referred to, in establishing and maintaining through lines of cars over the street railway lines of the Company and the street railway lines of the Chicago City Railway system entering the South Division of the said City, north of Twelfth street, which shall carry passengers from the North and West Divisions of the said City to the South Division of the said City, or in the reverse directions, through the portion of the South Division of said City north of Twelfth street, for a single fare.

As many cars shall be operated upon said through lines as the traffic shall require and warrant.

The parties now concerned have agreed upon certain through routes which are particularly described in "Exhibit C," which is attached hereto and made a part hereof, with the same force and effect as if herein fully set out.

The Company may establish other through routes from time to time and may discontinue the same, if and when the traffic warrants such establishment or discontinuance; but no through route specifically established by this ordinance and said Exhibit "C" shall be discontinued without the consent of the City Council of said City, and the City may by ordinance at any time require the Company to re-establish any through route and to establish new and additional through routes whenever the traffic warants or requires such establishment or re-establishment; provided, however, that if the Company shall consider that the traffic does not in fact warrant or require the establishment or re-establishment of any through route so required by the City to be established or re-established, then in such case it shall be the duty of the Board of Supervising Engineers, upon demand either of the City or of the Company to furnish the certificate of said Board certifying as to whether or not, in the opinion of said Board, the traffic does warrant or require the establishment or re-establishment of such through route, and such certificate of the Board of Supervising Engineers shall be prima facie evidence as to whether, in fact, the traffic does or does not warrant or require the establishment or re-establishment of such through route; and the obligation of the Company in respect to such routes shall be governed by such certificate pending a judicial determination of its obligations in respect to the establishment or re-establishment of any such through route under this ordinance.

The through routes herein mentioned shall be established and put in operation immediately after the necessary reconstruction of the tracks covered by such routes.

To carry out the establishment of the through lines provided for in this Sec-

tion, the Company will enter into a reasonable operating agreement approved by the said Board of Supervising Engineers, with any other corporation or corporations concerned, whenever required by the said City. If the Company and the corporation or corporations operating the lines of street railway constituting said through routes, or any of them, shall be unable or fail to agree upon terms as between themselves for establishing, maintaining and operating all of said through routes within sixty (60) days after the passage of this ordinance, then and in such case it shall be the duty of the Board of Supervising Engineers to fix and determine the basis and terms, as between said Company and said corporation or corporations, upon which said through routes shall be established, maintained and operated and to notify each of the companies operating the lines of street railway constituting said through routes of said basis and terms, and thereupon it shall be the duty of the Company to proceed forthwith to establish, maintain and operate said through routes upon the basis and terms so fixed and determined by said Board of Supervising Engineers. Said companies may by agreement (with the approval of said Board of Supervising Engineers) modify such basis and terms or they failing to agree, the Board of Supervising Engineers may from time to time modify said basis and terms as to said Board shall seem fit and just.

Passengers upon the through cars operated upon any through routes, while traveling over the tracks of each company shall be entitled to the same facilities as to transfers as such companies shall be required to give to their own passengers paying cash fares.

STREET SPRINKLING AND CLEANING.

SECTION 14. The Company shall sprinkle, sweep, keep clean and free from snow that portion of each of the streets occupied by its right-of-way, as provided in "Exhibit B," and if it shall be found practicable to have the streets occupied by its tracks swept and sprinkled their entire width by the Company, or to have street sweepings, garbage or other refuse removed by means of street cars at night, the Company shall perform said service, or so much thereof as shall prove practicable, when so ordered by the Mayor and Commissioner of Public Works, and it shall receive for such service reasonable compensation. In case the Company is called upon to remove street sweepings or other refuse, the said City shall furnish suitable and convenient dumping grounds and permit the connection of the Company's tracks therewith. The Company shall have the right to carry on suitable cars the snow required by this ordinance to be removed by it, and also, materials for its own use or for the use of the said City, and to connect its tracks and wires with property necessary to be used for such purposes.

STREET PAVING.

SECTION 15. The Company shall at its own expense, fill, grade, pave and keep in repair that portion of the streets occupied by it, as more specifically provided for in said "Exhibit B."

GROOVED RAILS.

All new tracks hereafter laid and all tracks in streets hereafter newly paved or repaved shall be of grooved pattern more particularly described in said "Exhibit B."

MAINTENANCE, REPAIRS, RENEWALS AND DEPRECIATION.

SECTION 16. After the expiration of the three (3) year period of reconstruction

and re-equipment, particularly required by the terms of said "Exhibit B," under the heading of "Immediate Rehabilitation" and until the rights conferred upon the Company by this ordinance are terminated by the purchase of the said street railway system by the said City or its licensee or by reason of the default of the Company or otherwise, the Company at all times while in possession of said system of street railways shall maintain the said system and its entire equipment, plant and appurtenances (including pavement, tunnels and any subways or extensions thereof, together wtih their appurtenances and equipment, which may be built under the provisions of this ordinance) in first class condition, by making from time to time such expenditures thereon for maintenance, repairs and renewals, as may be necessary or appropriate to give to the public first class street railway service in all respects. To this end, the Company shall make the following expenditures:

(1) The Company shall expend for Maintenance and Repairs during each and every year that the Company continues to operate said street railway system after the expiration of the said three (3) year period of "Immediate Rehabilitation," at least a sum equal to six (6) per cent. of the gross receipts for the particular year, and if the said amount is not so expended for the said purpose by the Company during any one year, then at the end of such year the unexpended portion thereof shall be deposited in a fund, appropriately designated, with one or more of the banks or trust companies authorized to act as depositaries of such funds, under the terms and subject to the conditions of this ordinance (herein referred to as the depositary) for the purpose of being used whenever necessary for such Maintenance and Repairs.

The said depositaries or depositary shall make payment out of said fund upon the order of the Company, countersigned by the said Board of Supervising Engineers:

(2) On or before the fifth (5th) day of each and every month of each and every year that the Company continues to operate said street railway system after the expiration of said three (3) year period of "Immediate Rehabilitation," the Company shall deposit with one or more of the said depositaries in a separate fund, appropriately designated, a sum equal to eight (8) per cent. of the gross receipts of said street railways and property for the preceding month, which shall constitute a reserve fund, for taking care of Renewals and Depreciation of said street railways and property; and out of the said fund the Board of Supervising Engineers shall from time to time authorize the payment by the Company of such amounts as are necessary to pay for renewals of the said street railways and property, the portion of said fund remaining unexpended to continue in said fund as a provision for the depreciation of said street railways and property and shall be disposed of as hereinafter provided. No payments shall be made by said Company out of said fund, except on the written certificate of the Board of Supervising Engineers, for renewals, which are hereby defined to be the replacement of any principal part of said street railways or of their equipment or appurtenances; and the Board of Supervising Engineers shall determine by classifications made from time to time what particular items of expenditure shall be considered as Renewals and what particular items of expenditure shall be considered as Maintenance and Repairs under the provisions of this ordinance.

The whole or any portion of such reserve fund for Maintenance and Repairs may be used for maintenance and repairs in addition to the annual expenditure for Maintenance and Repairs. The fixing of the said amount herein as the mini-

mum amount to be expended annually for Maintenance and Repairs, and the fixing of the said amount herein as the minimum amount to be deposited for Renewals and Depreciation, shall not be held or considered as lessening or limiting in any way the obligation of the Company to expend whatever sum or sums may be necessary to be expended for Maintenance and Repairs and to expend whatever sum or sums may be necessary for Renewals, to keep the said street railway system and equipment in first class condition in every respect and at all times.

The amounts expended or deposited respectively as reserve funds, under the foregoing provisions of this Section, shall be considered a part of the Operating Expenses of the street railway system hereby authorized, but in the event that the said street railway system shall be purchased by the said City, or its licensee, at any time under the provisions of this ordinance, the amount then on deposit in each of said reserve funds, or due to be deposited therein at the time of such purchase, shall be turned over to and become the property of the said City or of its said licensee.

The obligation herein assumed by the Company as to the maintenance, repairs and renewals of subways and extensions thereof, shall be held to be confined to that portion of any such subways or extensions, together with the structures and the appurtenances and equipment thereof, which may be used by or be subject to the use of, the said Company under the provisions of this ordinance, and to its fair proportionate share of the cost of maintenance, repairs and renewals of that part of any such subway or extensions or the appurtenances or equipment thereof, which may be used by or be subject to the use of the Company jointly with the said City or with the said **Chicago City Railway Company,** such proportionate amount to be fixed and determined by the Board of Supervising Engineers.

INSURANCE.

SECTION 17. The Company shall at all times keep insured to its full insurable value, in responsible companies, all buildings, cars and other insurable property, against loss by fire, and the premiums for such insurance shall be paid out of the receipts of said Company, as one of the operating expenses thereof, and in case of the destruction or damage by fire of any such property, the Company shall restore the same or its substantial equivalent at its own cost and not out of the receipts of its said street railways, or in lieu of such restoration, the Company shall deposit, as a part of the reserve fund required by the preceding Section 16, the value of the property so destroyed or damaged, which value shall be estimated by the Board of Supervising Engineers. The Company shall apply to any such deposit or to the cost of any such restoration the insurance moneys received on account of any such loss or damage. If such moneys are not equal in amount to the cost of such restoration or to the amount of the said deposit hereinabove required, the Company will at its own cost and not out of the receipts of said street railway system supply any deficit, and if the amount of such insurance moneys is greater than the said cost or deposit, the overplus shall be deposited with and become a part of and be an addition to the fund provided for in the preceding Section 16 for Renewals and Depreciation.

PERSONAL INJURY CLAIMS.

SECTION 18. Out of the gross receipts derived from the operation of the street railway system hereby authorized the Company shall pay as a part of the operating expenses, all damages arising or growing out of injuries to persons or to the property of others incident to the construction, reconstruction or operation

of said street railway system accruing subsequent to January 31st, A. D. 1907, and the Company may set aside as a separate fund such percentage of said gross receipts as the said Board of Supervising Engineers shall estimate to be sufficient to protect the Company against all such claims, to the end that if the said City, or its licensee, shall elect to purchase the street railway property of the Company as provided by this ordinance, there shall be then available to the Company a fund sufficient to meet and discharge all legitimate claims for such damages. The percentage thus reserved may be changed from time to time by said Board of Supervising Engineers if and whenever they shall consider that the percentage theretofore reserved is either inadequate or excessive.

In case the balance of said fund at any time remaining shall be, in the judgment of the Board of Supervising Engineers, more than sufficient to protect the Company against all then unsettled claims, the Company shall pay to the said City fifty-five (55) per cent of the estimated excess, and the Company at the same time shall be entitled to apply to its own use and benefit forty-five (45) per cent of such estimated excess.

If the said City or its licensee shall purchase the property of the Company as in this ordinance provided or in case the Company shall become bound to deliver possession of said system of street railways to the City or any licensee of the City in pursuance of any of the provisions of this ordinance, the Company shall deposit with one or more of the depositaries herein authorized the fund then accumulated under the provisions of this Section, together with such of the "net receipts" of the Company from the operation of its street railways as shall not have been divided between the Company and the City prior to the giving of the notice by the City or its licensee of its intention to purchase or to take possession of said system of street railways, and the Company shall assume and pay and save the said City or such licensee harmless from all such claims for damages, payment for the same to be made out of the fund so deposited upon the order of the Company countersigned by the said Board of Supervising Engineers; but if the fund so retained and deposited shall be more than sufficient to pay and discharge said claims in full, then the said depositary or depositaries shall pay to the said City (or its licensee, as the case may be) fifty-five (55) per cent of such excess and to the Company forty-five (45) per cent of such excess. If after taking posession of said system of street railways, the City or its licensee shall become bound by any of provisions of this ordinance to restore such possession to the Company, the depositary or depositaries holding such fund shall deliver the same to the custody of the Company to be thereafter held and dealt with as though the Company's possession had not been interrupted.

The salaries and expenses of the Board of Supervising Engineers after any such purchase and so long as said Board shall continue to act under the provisions of this ordinance shall be paid out of the fund deposited under the provisions of this section.

REGULATION OF SALARIES.

SECTION 19. The Company may pay to the directors, officers, agents and attorneys of the Company as a part of the operating expenses, compensation for their services commensurate with the service actually rendered by them respectively, taking into consideration the compensation paid to directors, officers, agents and attorneys of other corporations or enterprises of similar magnitude and general character for like services, but the said City by written notice thereof may object to the payment thereafter of compensation in excess of an amount or rate specified

in such objection to any such director, officer, agent or attorney, and in the event of a disagreement between the Company and the said City as to the proper amount to be paid as such compensation, the matter shall be submitted to the judgment of the said Board of Supervising Engineers whose decision shall be final and binding upon the parties, except that, if either party shall be dissatisfied with such decision of said Board, then such dissatisfied party may make application to any court of competent jurisdiction to pass upon such objection and to determine the amount of the compensation or salary to be paid.

RIGHT OF CITY TO PURCHASE AT ANY TIME.

SECTION 20. The Company by the acceptance of this ordinance, shall and does grant to the said City, and the said City hereby reserves to itself the right, upon the first day of February or upon the first day of August of each and any year after such acceptance upon giving at least six (6) months' previous notice in writing of its intention so to do, to purchase and take over (but only for municipal operation in case of purchase prior to February 1, A. D. 1927), the entire street railway system of the Company within the said City, including all property then existing which now constitutes the said street railway system in the possession of and operated by the Receivers of the Chicago Union Traction Company, with all renewals and repairs thereof, and including all the property, franchises, rights and claims described in the appraisal inventory of said street railway system as of June 30, 1906, made by Bion J. Arnold, Mortimer E. Cooley and A. B. duPont, a copy of which has been filed with the Comptroller of the said City, on the *fourth* day of *February*, A. D. 1907, except such as may have been sold as authorized by this ordinance, or destroyed or impaired (ordinary wear excepted), and all property then existing which has been purchased or acquired by the Company or by said Receivers, after June 30, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this Section and in Section 7 hereof provided, and also all extensions of and additions to said street railways made under the provisions of this ordinance (including tunnels and underground trolleys, if any), and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance.

PRICE TO BE PAID BY CITY.

In case the said City shall purchase and take over the street railway system of the Company, as in this ordinance provided, then it shall pay for the same the aggregate of the following items:

1. The value of the property described in said appraisal inventory and the value of all the franchises, rights and claims of every description, to construct, maintain or operate street railways and tunnels in the said City now belonging to or claimed by the Chicago West Division Railway Company, the West Chicago Street Railroad Company, the West Chicago Street Railroad Tunnel Company, the Chicago Passenger Railway Company, the North Chicago City Railway Company, the North Chicago Street Railroad Company, the Chicago Union Traction Company, or any of them, or by the Receivers of any of them, or by any person or corporation claiming under or through any of them (excepting the rights and claims of the Chicago Consolidated Traction Company, hereinafter referred to), which said value of such property and all of said franchises, rights and claims is hereby fixed

(for the purpose of such purchase) at the sum of **Twenty-nine Million Dollars ($29,000,000).**

2. The value of any and all property and equipment and additions thereto supplied, purchased or acquired by **the Receivers of the Chicago Union Traction Company** as a part of said street railway system, **including tunnel reconstruction** between the 30th day of June, A. D. 1906, and **February** 1st, A. D. 1907, including any equipment and additions threto which were in process on June 30th, 1906, of being so supplied, purchased or acquired, but excluding any property described in the aforesaid inventory, and repairs to and maintenance thereof and any expenditures in connection therewith properly chargeable to operating expenses. From such value shall be deducted the value of any property included in said inventory which shall have been destroyed or impaired (ordinary wear excepted) after the 30th day of June, A. D. 1906, and prior to the 1st day of **February,** A. D. 1907. The value to be allowed under this paragraph Number 2 of this Section shall be determined by the Board of Supervising Engineers immediately after the assumption by said Board of their duties in supervising the work of reconstruction and re-equipment in this ordinance provided for, and shall be reported by said Board to the City Comptroller of said City; and the amount so reported by said Board shall be final and binding upon the parties hereto and shall be conclusively held and taken as the value of the property and equipment in this paragraph specified.

If, at the time appointed for the consummation of such purchase by the City, the title of the Company shall not be complete and free from any lien or encumbrance (other than such as are herein expressly authorized to be created), that portion of the purchase price specified in subdivisions 1 and 2 of this Section, or so much thereof as the City in its absolute discretion shall deem necessary to be reserved as security, shall be deposited with one or more of the depositaries appointed in accordance with this ordinance, in trust to secure the performance by the Company of its obligations expressed in *this ordinance* to perfect the title to said street railway system and to provide moneys sufficient to enable the City to perfect such title and to remove liens and encumbrances therefrom, and to indemnify the City against the expenses of such proceedings. The moneys so deposited shall be paid out from time to time by the depositary or depositaries upon the order of the City or the Company for any of the purposes aforesaid, or to reimburse the City or the Company for expenditures made for the purposes aforesaid, or any of them. The certificate of the Mayor of said City or a certified copy of a resolution of the Board of Directors of the Company may be accepted by any such depositary as conclusive evidence of the facts therein stated to warrant any such payment, and shall constitute full authority and protection to such depositary. Provided, that the City shall have the right to designate by ordinance an officer or agent of the City without whose approval no such payment shall be made.

3. The cost of reconstruction and re-equipment of said street railway lines of the Company and of the construction of new lines, extensions, underground trolleys, tunnel re-construction, and other additions to property actually paid by said Company at and prior to said purchase by said City and certified by the Board of Supervising Engineers, or incurred for work actually done or materials furnished with the approval of said Board under completed or pending contracts except those for which special provision is made in subdivision 4 of this Section, together with the percentages thereon as in Section 7 hereof provided, and all amounts which shall then have been contributed by the Company to the City for the construction

of subways or extensions thereof, together with five (5) per cent of said last named amounts as hereinbefore provided. Provided that the City may at its option, to be declared by ordinance, either pay or deposit in cash to the order of the Company the portion of the purchase price specified in this subdivision (3) as in this Section provided, or in lieu thereof take over the property purchased by it subject to whatever lien may then exist under and in accordance with the provisions of Section 7 of this ordinance for the security of the bonds or obligations thereby authorized and for the security of the Company in respect of such part of said portion of the purchase price so certified as may not be represented by such bonds or obligations. *As against the City and any licensee of the City and any and all other persons having or claiming to have any interest or benefit under this ordinance, the lien securing said bonds and obligations shall at all times be deemed and recognized to be a first lien upon the entire street railway system hereby authorized, including all rights granted to the Company by this ordinance.* The City shall have the right, if it elects to take subject to such lien to acquire any or all of the bonds and obligations thereby secured from the holders thereof on any day appointed for the payment of interest, by publishing notice of its intention to do so in like manner as shall be provided in the mortgage or deed of trust mentioned in Section 7 of this ordinance, in case of the exercise by the Company of the right of redemption and by depositing with the trustee or depositary designated in said bonds or in the mortgage or deed of trust securing the same, as in case of redemption, prior to the day specified in such notice, a sum equal to the principal amount of all the said bonds and obligations designated in such notice with interest to said day and, such publication having been completed and such deposit made, said bonds and obligations so designated shall not after the day specified in such notice nor shall any of them be entitled to the benefit or security of any lien upon the system of street railways hereby authorized except and until the said bonds or obligations shall respectively be surrendered to the trustee or depositary specified in said notice, upon payment of an amount equal to the principal thereof and the accrued interest thereon to the date specified in such notice, and such bonds or obligations shall thereafter be held by such trustee or depositary for the account of the City and delivered to or upon the order of the City. If less than the whole number of said bonds and obligations outstanding are to be acquired at any time by the City, the particular bonds or obligations to be so acquired shall be selected by lot in the manner to be provided in said mortgage or deed of trust, with respect to the selection of bonds or obligations for redemption. Such bonds or obligations when so acquired, shall have equal force and validity and be equally secured by lien upon said system of street railways as when in the hands of the original holders.

4. After the giving of the notice of the election of the said City to purchase said street railway system of the Company, as herein provided, and prior to the date fixed for said purchase, the said Board of Supervising Engineers shall make a written estimate (and furnish a copy therof to the said Company and the said City) of the probable cost of completing any work of construction or equipment provided for by this ordinance, including the construction of new lines, extensions, underground trolleys, tunnel re-construction, or other additions to property and including any extensions of the street railway system of said Company made under the provisions of Section 38 hereof, which work has, and to the extent to which it has, prior to the date of giving said notice, been contracted for by said Company, with the approval of said Board of Supervising Engineers, and (except

in the case of the improvement of property as to which the title of the Company is defective, in which case the City may, however, at its option, act hereunder as though such title were not defective without thereby waiving any defect) the said City shall either take over and assume said contracts and procure the release of the Company from all obligation thereunder, or the said City shall, at or prior to the date of the said purchase of the street railway system of said Company, deposit with a depositary or depositaries (authorized to act as such by this ordinance) a sufficient amount of money to pay the cost of completing such contracts according to the said estimate of the said Board of Supervising Engineers, and the said Company shall proceed, with all due diligence and care, to complete said contracts at its own expense and under the supervision of said Board of Supervising Engineers, and the cost of completing the said contracts after the date of such purchase by the City, together with the said additional percentages thereof, shall be paid from time to time by the said depositary or depositaries out of the funds so deposited, upon the written certificates of the said Board of Supervising Engineers. In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose, and in the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the City by the said depositary or depositaries holding the same, and in no event shall the Company be obligated to incur a greater expense in carrying out said contract than the amount so deposited, and in no event shall there be paid to the Company or upon its order out of the amount so deposited any sum in excess of the actual cost to it of completing such contract or contracts, exclusive of said additional percentages, until full performance of its obligations to perfect the title to said street railway system purchased by the City if incomplete and to provide the City with any moneys necessary to enable the City to perfect such title, if incomplete, and to remove liens and encumbrances therefrom, if any, (other than such as are expressly authorized by Section 7 of this ordinance to be created) and to indemnify the City against the expense of such proceedings as may be necessary for any or all the purposes above specified.

PAYMENT OR DEPOSIT OF PURCHASE PRICE.

Upon the deposit of the sum, if any, required by the above and foregoing paragraph numbered 4 of this Section and the payment to the Company, or the deposit in accordance with the foregoing provisions, in cash of the amounts hereinbefore in paragraphs numbered 1, 2 and 3 of this Section provided for (subject however, to the right of the City to take title subject to certain liens and obligations as in this ordinance provided),—*but the City, in lieu of paying direct to the Company any of the amounts payable to the Company, may deposit the same* to the order of the Company with one or more of the depositaries authorized to act as such by this ordinance—the said City shall have full right and lawful authority, after the notice and upon any of the dates hereinbefore fixed, to take over and possess, as its own property, all the property, plant and equipment of every sort and nature (including tunnels and underground trolleys), then constituting the street railway system of the Company, and all rights of every kind under this ordinance in or to any subways or extensions thereof constructed under the provisions of this ordinance free and clear of all liens and claims of every nature, other than those, *if any*, recognized and used by the City in reduction of the purchase price; except that

the said City shall take subject to the payment of a fractional part of the unpaid taxes for the current year upon the said property, rights and equipment, equal to the fractional part of the year for which such taxes have been levied or assessed remaining unexpired at the date of such purchase, and the balance of the taxes shall be treated and paid as a part of the operating expenses prior to the sale of the property.

The property to the possession of which the said City shall then be entitled shall include all of the property then existing which now constitutes the said street railway system with its appurtenances in the possession of or maintained or operated by the Receivers of the Chicago Union Traction Company, including all the property, franchises, rights and claims described in said appraisal inventory and all of the property purchased or acquired by the Company or by said Receivers after June 30, 1906, for use as a part of or in connection with the said system of street railways, the cost of which shall have been certified by the Board of Supervising Engineers, as in this section and in Section 7 hereof provided, and all extensions of, or additions to, said street railways, including tunnels and underground trolleys constructed under the provisions of this ordinance, and all rights of the said Company in or to any subways or extensions thereof constructed under this ordinance, and the sums then on deposit as a reserve fund, under the provisions of Section 16 of this ordinance (excepting such property as may have been sold as in this ordinance authorized, or worn out or destroyed: Provided, that in case of property destroyed and not then replaced in kind or in value as provided in Section 17 of this ordinance, adjustment shall forthwith be made at the time of such purchase and the obligation of the Company in that behalf discharged, either in cash or by deduction from the purchase price).

The Company further grants to the said City, and the said City hereby reserves to itself the right (in addition to the right of purchase hereinbefore granted and reserved) to purchase and take over from the Company at any time prior to February 1st, A. D. 1927, the street railway system, rights and property of the Company, free from any limitation and restriction as to the operation thereof, at the same times and in the same manner at and upon which the City has the right under the foregoing provisions of this section to purchase the same. The price to be paid therefor by the City under the right of purchase in this clause granted and reserved shall be the price at which the City shall then have the right to purchase said property for municipal operation as hereinbefore specified, and in addition to such price a sum equal to twenty (20) per cent. of such price.

In the event that it shall be determined that the City is, at the time this ordinance is passed or at the time this ordinance takes effect without lawful power or authority to acquire or own street railways under the provisions of this ordinance or otherwise, and the City shall thereafter acquire such power or authority, thereupon and after such acquirement the City shall have the right to purchase and acquire said street railways, rights and property under the provisions of this ordinance to the same extent and in the same measure as if said City had full right and lawful authority so to purchase or acquire said street railways, rights and property at the date of the passage of this ordinance and at the date when this ordinance takes effect.

CITY PURCHASE DURING RECONSTRUCTION PERIOD.

SECTION 21. In the event that the said City shall elect to exercise its right of purchase, as in this ordinance provided, at any time prior to the completion of the

work of construction, reconstruction, equipment and re-equipment within the time and in the manner provided for in said "Exhibit B," under the head of "Immediate Rehabilitation" it shall take over the same subject to the right and obligation of the Company to complete the said work of "Immediate Rehabilitation" as provided in this ordinance, carrying out the terms and conditions of said "Exhibit B" under the supervision and control of the said Board of Supervising Engineers and receiving therefor the cost thereof and the additional percentages thereon as in Section 7 of this ordinance provided.

In such event, in addition to complying with the provisions of Section 20 of this ordinance, the said City shall deposit at the time of such purchase with some one or more of the banks or trust companies authorized to act as depositaries under the terms of this ordinance a sufficient amount of money to pay for the completion of the said work of "Immediate Rehabilitation," not herein otherwise provided, for which said amount shall be estimated and determined by the said Board of Supervising Engineers, and shall include said additional percentages provided for in Section 7 hereof.

The said cost of completing the said work of "Immediate Rehabilitation," together with said additional percentages thereof shall be paid from time to time by the said depositary or depositaries, out of the funds so deposited with it or them, upon the written certificates of the said Board of Supervising Engineers.

In the event that the said amount so deposited shall not be sufficient to pay the said cost, including said additional percentages provided for in Section 7 hereof, the said City shall pay such additional amount as may be necessary for such purpose.

In the event that the amount so deposited shall be more than sufficient to pay the said cost, the unexpended balance shall be returned and paid over to the said City by the said depositary or depositaries, and in no event shall the Company be obligated to incur a greater expense for the work of such construction, reconstruction, equipment and re-equipment, including underground trolleys, tunnel reconstruction and other additions to plant and property, if any, than the amount so deposited, and in no event shall there be paid to the Company, or upon its order, out of the amount so deposited, any sum in excess of the actual cost to it of completing such work, exclusive of said additional percentages, until full performance of its obligations to perfect the title to said street railway system, if the same be incomplete, and to provide the City wth moneys sufficient to enable the City to perfect such title, if incomplete, and to remove liens and encumbrances therefrom, if any, and to indemnify the City against the expense of such proceedings as may be necessary for any or all the purposes above specified.

RIGHT OF LICENSEE TO PURCHASE.

SECTION 22. The Company by the acceptance of this ordinance shall and does grant to the City, and the City hereby reserves to itself, the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City (herein called the "licensee") who or which shall have the right to purchase the street railway system, rights and property of the Company, at the same times and in the same manner at and upon which the City hereunder has the right to purchase the same, subject to the condition that the said licensee shall purchase the same property which the City has herein reserved the right to purchase, and that the price to be paid therefor by the said licensee shall be the price at which the City shall have the right to purchase said property, for municipal operation,

and in addition to such price a sum equal to twenty (20) per cent. of such price; but it is expressly provided, however, that the said licensee shall not be required to pay the said additional twenty (20) per cent. or any part thereof, if, before the purchase of said property by such licensee shall be consummated, a valid and binding contract shall be entered into between the City and its licensee, either by the passage of an ordinance and the acceptance thereof or otherwise, which shall limit the beneficial interest of the said licensee and its stockholders, if such licensee is a corporation, in the property purchased and any improvements thereof or additions thereto to a return of the actual moneys invested therein by said licensee and not exceeding five (5) per cent. thereof, in addition thereto, and interest upon the said moneys and the said additional per cent. at a rate not exceeding five (5) per cent. per annum, and which shall provide that all net profits derived from the said property in excess of the beneficial interest of said licensee, limited as aforesaid, shall belong and be paid over to the City.

Nothing in this ordinance, however, shall have the effect or be construed to have the effect of lessening or limiting the right of the City to provide for reducing the rates of fare to be charged by such licensee in the operation of said street railway system or from using the moneys so to be paid over to the said City by said licensee for the purpose of retiring from time to time the stock or other securities issued by said licensee, subject to the limitations of this Section, or from using the said moneys in extending or adding to or improving said street railway system.

The licensee of the City shall have the same option which it is provided in Section 20 of this ordinance that the City shall have to take the said property subject to whatever lien may then have been created under and in accordance with the provisions of Section 7 of this ordinance, with a like right to acquire the bonds or obligations secured by such lien from the holders thereof on the same terms and in the same manner set forth in said Section 20.

If, at the time appointed for the consummation of such purchase by the City's licensee, the title of the Company shall not be complete and free from lien or encumbrance (other than such as are herein expressly authorized to be created), all the provisions of the foregoing Section 20, with respect to the deposit of a portion of the purchase price as security, shall be applicable; and the City shall have the same powers and rights in respect to perfecting the title of its licensee and removing liens and encumbrances therefrom, as are herein granted or reserved for the perfecting of the City's title in case it purchases for its own account; and the Company shall be subject to the same obligations, both in respect to furnishing moneys and in respect to the application of stocks, securities and evidences of indebtedness acquired, controlled or held by it, for the purpose of perfecting the title of the City's licensee and freeing the same from liens and encumbrances, as are provided in the foregoing Section 20, if the City were the purchaser.

The additional percentage, if any required to be paid by this Section as an addition to the purchase price shall, in the event above specified, be deposited as additional security to that in subdivision 2 of said Section 20 provided, and shall become a part of the fund required by said Section to be held in trust for the purposes and subject to the powers therein specified.

The right of the licensee of the City to acquire the said street railway system, rights and property by purchase under the provisions of this ordinance shall in no way be impaired by any lack of power or authority on the part of the City itself to acquire the said street railway system, rights and property for municipal use and operation or otherwise.

Upon the purchase of the said street railway system, rights and property under the provisions of this ordinance, either by the City or by any licensee of the City, all rights of the Company, its licensees or assigns under this ordinance in or to said street railways, rights and property or any part thereof, or the operation thereof, or the proceeds or receipts thereof, shall wholly cease and determine.

RIGHTS OF COMPANY IN CASE CITY DOES NOT PURCHASE FOR TWENTY YEARS.

SECTION 23. In the event that the said street railways are not purchased by the said City or its licensee as hereinabove authorized, prior to February 1, A. D. 1927, (and nothing in this ordinance contained shall be construed as being in any event a grant to the Company extending beyond February 1, A. D. 1927), the said City shall have the right to designate any person, firm or corporation having lawful authority to acquire, own and operate street railways in said City as its licensee, to purchase the said street railways, property and rights of the Company at or after February 1, A. D. 1927, upon the same terms that the City could then purchase, and in case such reserved right of purchase be not exercised by the said City or its licensee and the City shall grant a right to another company to operate a street railway in the streets and parts of streets constituting the said street railway system of the Company, such new company shall be required to and shall purchase and take over the said street railways, property and rights of the Company at or after February 1, A. D. 1927, upon the same terms upon which the said City might then purchase and take them over.

RELATIONS WITH CHICAGO CONSOLIDATED TRACTION COMPANY.

Section 24. The Company shall forthwith upon the acceptance of this ordinance secure, at its own cost and not out of the receipts of said street railways, and shall during the life of this grant in like manner maintain the right and privilege to the Company and to the City, and for the benefit of the public, of using all and any of the street railway lines and tracks forming part of the through routes, or any of them, mentioned and described in Exhibit "C," so far as such routes involve the use of the lines and tracks of the Chicago Consolidated Traction Company and, in case of the establishment of new through routes, as in this ordinance provided, which shall be laid out in part over the lines and tracks of said Chicago Consolidated Traction Company, the Company shall secure the right and privilege of using such lines and tracks covered by said new through routes.

The Company may, in its discretion, permit the Chicago Consolidated Traction Company, its successors and assigns, to make such use of the lines of railway hereby authorized as the so-called operating agreement, dated December 1st, 1899, between the Chicago Union Traction Company, of the first part, and the Chicago Consolidated Traction Company, of the second part, as modified by the agreement between the same parties dated June 9, 1900, (certified copies of both of which agreements have been filed with the Comptroller of said City), purports to permit and authorize: Provided, that as one of the considerations for the passage of this ordinance the Company agrees that it will at any time during the life of this grant within six months after being required to do so by ordinance of the said City, procure cancellation and termination of any or all of the agreements which affect or by their terms purport to affect in any manner the right of operation or maintenance of any of the lines of street railway the

right to maintain or operate which is granted by this ordinance to the Company, and to which said agreements the Chicago Consolidated Traction Company or any of the corporations, from or through which the said Chicago Consolidated Traction Company has derived any of its property or rights within the corporate limits of the City of Chicago, is a party.

The Company agrees that it will at all times pay or cause to be paid to the City and save the City harmless against the loss or damage if any which may arise to the City by reason of any diminution of the net receipts payable to the City under the provisions of Section 25 of this ordinance occasioned by the said agreements or any of them remaining in effect or by reason of the operation of the street railways under the terms of such agreements or any other operating agreements to which the City has not consented. The amount of such loss, damage or diminution shall be determined annually by the Board of Supervising Engineers, and such loss, damage, or diminution shall be paid over to the City by the Company at the time of and in connection with the annual accounting and division of the net receipts provided for under Section 25 of this ordinance. It is agreed, however, that in determining the amount of loss, damage or diminution the said Board shall take into consideration the value of such use of any lines of railway of the Chicago Consolidated Traction Company as has been enjoyed by the Company for the period of such accounting.

The Company covenants as part of the consideration for the grant of the rights and privileges conferred by this ordinance that it will at all times during the life of this grant secure to passengers the same right of transfer between the lines of the Company and the connecting lines of the Chicago Consolidated Traction Company for continuous travel in one general direction for a single fare within the limits of the City of Chicago as if the said lines of the Company and the said lines of the Chicago Consolidated Traction Company were owned and operated by the Company under the provisions of this ordinance. But this obligation shall cease as to any particular line of said Chicago Consolidated Traction Company upon the expiration of the right of said Company to operate said line under ordinances heretofore passed unless such right be continued in force by proper ordinance.

The Company shall have the right from time to time to make reasonable rules and regulations (approved by the Board of Supervising Engineers) with respect to the transfer of passengers between the lines of street railway operated by it under this ordinance and the connecting lines of the Chicago Consolidated Traction Company, which rules and regulations shall, however, be at all times subject to modification by the City Council of the City of Chicago.

In case the Company shall make default in respect to any of the provisions of this section and any such default shall be established by the judgment or decree of a court of competent jurisdiction, then and thereupon all rights of the Company hereunder shall cease and determine and the Company will on demand, forthwith surrender to the City or to any licensee of the City, possession of the railways and other property described in Section 20 of this ordinance then in its possession, together with all right, title and interest of the Company in said railways and property and any and all funds then on deposit with any of the depositaries under the provisions of Section 16 of this ordinance and the City or its said licensee (or any assignee of said licensee) shall take over and thereafter operate the same subject to the obligation and upon the condition that it shall pay to the Company or upon its order, out of the receipts from the operation of said railways, 5 per cent. per annum in equal semi-annual installments upon an amount equal to the

sum which the City would have had to pay as the purchase price of said property for municipal operation if it had then taken possession thereof as the purchaser under the provisions of Section 20 of this ordinance and with the right to retain to its own use all of the remaining net receipts derived from the operation of the said railways. The fund required to be deposited under the provisions of said Section 18 shall be disposed of by the depositary or depositaries under the provisions of said section as if the City or its licensee had purchased the said street railways and property at the time the said City or its licensee took possession of said street railways and property under the provisions of this section.

If at any time after the City or its licensee shall have taken possession as aforesaid and before the first day of February, A. D. 1927, the City shall elect to purchase the said street railway system as provided in Section 20 of this ordinance, or to cause the same to be purchased by its licensee, then the City or such licensee shall consummate said purchase in like manner as if it had not taken possession pursuant to the provisions of this section. In case the City shall not so elect, by giving notice on or before August 1st, A. D. 1926, as in Section 20 of this ordinance provided, then and in such event the City or its licensee shall at least sixty (60) days before the first day of February, A. D. 1927, *provided the Company shall then have performed its obligations under subdivision (d) of Section 1 of this ordinance,* restore to the Company possession of said system of railways and property so taken from the Company, in its then condition, including all property substituted for property worn out or destroyed, which railways and property shall thereafter be held and enjoyed by the Company under the terms of this ordinance in like manner as if the same had not been surrendered to the possession of the City or its licensee pursuant to the provisions hereof.

The Company further agrees that, in case of purchase by the City, or its licensee, as in this ordinance provided, it will, at the option of the City, or of such licensee, cause its system of street railways hereby authorized to be conveyed to said City, or its licensee, free and clear of any rights or privileges on the part of the Chicago Consolidated Traction Company, its successors and assigns, or any other person or corporation, to use or enjoy any part of said street railway property so conveyed under any operating agreement, or otherwise; or, if the City, or its licensee, shall so elect, it will cause said above mentioned street railway property to be conveyed to said City, or its licensee, subject to any operating agreement then in force which the City or its licensee may elect to have continued in force.

Until the City, or its licensee, shall elect to have said property transferred, free and clear of any rights and privileges on the part of the Chicago Consolidated Traction Company, its successors or assigns, and shall give notice of such election in writing to the Company, the existence of such rights and privileges, to the extent specified in any operating agreement, the cancellation or termination of which has not been required by the City as aforesaid, shall not be deemed a lien or encumbrance upon the property of the Company, or a defect in its title, within the meaning of any section of this ordinance.

Nothing in this ordinance shall be construed to permit the Company to pay or in any manner obligate itself to pay or cause to be paid out of *any portion of* the receipts of the street railway system hereby authorized *other than the forty-five per cent (45%) of the net receipts authorized in Section 25 of this ordinance to be retained by the Company so long as the Company shall be entitled to retain the same under the provisions of this ordinance* any of the indebtedness, either prin-

cipal or interest, of said Chicago Consolidated Traction Company, its successors or assigns; or any of the operating expenses of said Chicago Consolidated Traction Company, its successors or assigns.

INTEREST RETURN ON CAPITAL INVESTMENT.

Section 25. On and before the *10th* day of April in each year the Company shall come to an accounting and settlement with the said City as of the thirty-first day of January last preceding, upon the following basis:

From the gross receipts of the said street railway system and property from all sources and of every kind for the year ending on said thirty-first day of January there shall be deducted for such year:

First: (1) All expenses of operation, including maintenance, repairs and renewals; (2) All amounts contributed during said year and then held in reserve under the provisions of Sections 16 and 18 hereof; (3) All amounts paid out for taxes and assessments levied or imposed upon the real and personal property of the Company, including all capital stock or franchise taxes levied or assessed after the year 1906, but not including any taxes which may by any court be ordered to be levied, assessed or collected after the year 1906 on account of the failure of the Company or any person, firm or corporation owning or having an interest in the said street railways or property, to pay any taxes which should have been paid for or on account of such street railways or property prior to the year 1907, and not including any sums paid by the Company to the City for City license fees, if any, exacted from the Company or its employes; (4) all salaries and expenses of the Board of Supervising Engineers by this ordinance authorized, after the period of "Immediate Rehabilitation"; and

Second: a sum equivalent to five (5) per centum per annum for said preceding year upon the amount of the cash purchase price which the said City would then be obligated to pay on account of the items specified in subdivisions 1, 2 and 3 of Section 20 hereof, if it were purchasing the property for municipal operation on such thirty-first day of January, interest being adjusted as to items added to such purchase price during said year. In case in any year the gross receipts shall not be sufficient to pay in full the items in the "first" and "second" paragraphs of this Section mentioned, then the deficit shall be paid out of the gross receipts of the subsequent year or years.

In case at any time the property of the Company, or any part thereof, shall be subject to any lien or encumbrance, securing an indebtedness, upon which an interest charge is accruing, and which is not subordinate to the right of the City to purchase said street railway system, or cause the same to be purchased by its licensee as in this ordinance provided then and in that case at each yearly accounting a sum equal to the amount of such interest charge accrued for such year, not represented by bonds or evidences of indebtedness held by the Company, or by coupons appertaining thereto and held by the Company, shall be set aside out of said sum of five per centum, and deposited with one or more of the depositaries appointed in accordance with this ordinance, to be held in trust for the protection of the City against such interest charge and to be paid out for such protection upon the order of the Company in its discretion. Any surplus of said fund above the amount of such interest charge at any time outstanding, shall be paid to the Company. Provided, that if the City shall take possession of said system of street railways by reason of the default of the Company in respect to the obligation expressed in subdivision (d) of Section 1 of this

ordinance, then and thereafter such fund shall be subject to the sole control of the City, to be disbursed and applied in like manner as the net receipts which in that event are provided to be held in trust for the purpose of perfecting the title. Nothing herein contained shall be construed to create or recognize any right or interest in said fund in favor of the holder of any such lien or encumbrance or of any obligation thereby secured.

DIVISION OF REMAINING NET RECEIPTS.

After the deduction from the gross receipts of the items hereinbefore in this Section provided, the amount remaining shall be considered as the net receipts for such year arising from the operation of the street railway system hereby authorized, and shall be divided between the Company and the said City in the following proportions: forty-five (45) per cent. to be retained by the Company and fifty-five (55) per cent. to be paid forthwith by the Company to the said City, crediting thereon all amounts paid out during the preceding year by the Company for license fees, if any, exacted from the Company or its employes.

COMMUTATION OF FARES.

It is understood and agreed that the Company's agreement and obligation to pay the the City the fifty-five (55) per cent. of the "net receipts," as hereinbefore provided is based upon its right to charge and receive the fares prescribed in Section 11 hereof and to retain as its own the forty-five (45) per cent. of the "net receipts" as is hereinabove in this Section provided. The said City, however, reserves the right to, and it may at any time commute a sum not exceeding the City's share of the net receipts for the previous year into a reduction of said rates of fare; and thereafter in the event of such reduction of rates of fare the Company may deduct and retain as its share of the net receipts each year an amount equal to what would have been the Company's share of the net receipts of such year had the passengers carried during such year paid the fares prescribed in this ordinance, but the Company, after deducting and retaining its share of said net receipts so determined, shall pay over to the said City the remainder, if any, of the net receipts for such year less the deductions therefrom hereinbefore provided to be made from the said City's share of the "net receipts" on account of license fees.

CITY TO ESTABLISH SINKING FUND FOR MUNICIPAL PURCHASE.

It is further provided that, subject to the action of the City Council of said City, the said City shall deposit the amount so paid to the said City to the credit of a separate fund to be kept and used for the purchase and construction of street railways by said City; but any failure to comply with this provision shall in no way effect the rights or obligations of the Company under this ordinance.

COMPANY'S RIGHT TO NET RECEIPTS TO BE SUSPENDED IN CERTAIN CONTINGENCIES.

If, at any time, the Company shall be in default with respect to the obligation expressed in subdivision (d) of Section 1 of this ordinance in regard to perfecting title to its property and removing liens and encumbrances therefrom, the Company shall, upon demand, surrender to the City possession of its entire street railway system and the City may enter into possession thereof and of each and every part thereof, maintaining, operating, improving or extending the same, and keeping up the funds described in Sections 16 and 18 of this ordinance, in all respects as the Company might do, and as the Company would be obliged to do, if in possession under the provisions of this ordinance, until the obligation of the Company under said sub-division (d) of Section 1 of this ordinance shall be completely

performed, or until the City shall purchase said property, or cause the same to be purchased by its licensee, as in this ordinance provided. Until the happening of one of the events last mentioned, if the City in its absolute discretion shall so elect by notice in writing delivered to the Company, the continuance of the Company in possession shall be subject to the obligation of applying its net receipts as hereinafter in this Section provided until the City elects to take possession as in this paragraph provided.

If, in the event of such default, the City elects to take possession of said property, the Company shall be bound to provide funds sufficient to fulfill all its obligations in respect of extensions, improvements, reconstruction, equipment, re-equipment, and additions to said system of street railways and the contribution of moneys toward the cost of subways and extensions thereof, as though its possession of said system of street railways had not been interrupted.

Whether in case of such default the City elects to take possession or to leave the Company in possession, in either event the receipts of said system of street railways shall be applied as hereinbefore in this Section provided, except that the proportion of net receipts which by this Section the Company is authorized to retain for its own use and benefit shall be paid over to a depositary as in this Section provided, to be, by such depositary, applied in accordance with the provisions of this ordinance next hereinafter set forth to remove any defect of title or any lien or encumbrance, other than such as are herein expressly authorized to be created, which may exist with respect to said system of street railways.

To the extent that the City shall proceed to exercise the powers, or any of them, mentioned in subdivision (c) of Section 1 of this ordinance, said moneys shall be paid out by the depositary upon the certificate of the Mayor of the City and upon the order of such disbursing officer or agent as the City may designate, to provide funds with which to pay the purchase-price of property acquired by the City pursuant to said subdivision, or to indemnify the City for expenses incurred in the exercise, or attempted exercise, of its powers, as in said subdivision provided. In the event that the City shall elect to leave the Company in possession of said property as aforesaid, the City shall have the additional right to require the depositary, upon like certificate and order, to pay out said moneys for any or all the purposes aforesaid in the absolute discretion of the City, irrespective of the limitations contained in said subdivision (c) of Section 1 of this ordinance. Such certificate of the Mayor shall be conclusive evidence to the depositary of the facts therein stated.

The depositary may also pay out said moneys upon the order of the Company for the acquisition or extinguishment of any outstanding title, estate, interest, lien, encumbrance, claim or demand, constituting a defect of title of the Company's property, but no such payment shall be made on the order of the Company without twenty (20) days' previous notice in writing to the City Comptroller of said City, which notice shall specify the particular title, estate, interest, lien, encumbrance, claim or demand to be acquired or extinguished, and the name of the holder or holders thereof, to whom payment is proposed to be made and the amount of such payment. A certified copy of a resolution of the board of directors of the Company, requesting such payment and stating the facts claimed to justify the same, shall be conclusive evidence to the depositary of the facts so stated, in the absence of notice of objection by the City, as next hereinafter provided. If, within said period of twenty (20) days, the City, by notice in writing delivered to the depositary, shall object to such proposed payment and shall agree to waive any default, or sup-

posed default, by reason of the existence of such alleged title, estate, interest, lien, encumbrance, claim or demand, and to take title or cause its licensee to take title to said system of street railways subject thereto in the event of purchase by the City or its licensee, pursuant to the provisions of this ordinance, then and in that event the depositary shall not make the payment referred to in such notice given to the City by the Company, but shall set apart out of the proportion of the net receipts aforesaid in its hands and shall hold an amount equal to such proposed payment upon the specific trust to pay the same, with all accumulations to the City in either of the following events, namely:

(1) If the City shall, at its own expense, cause the said title, estate, interest, lien, encumbrance, claim or demand to be extinguished or conveyed or transferred to the Company.

(2) If the City shall purchase said street railway system, or cause the same to be purchased by its licensee, as in this ordinance provided, and shall take title to said street railway system subject to such outstanding title, estate, interest, lien, encumbrance, claim or demand without deduction from the purchase-price on account thereof.

At the beginning and at the end of any such period during which the Company's right to receive or retain for its own use and benefit a portion of said net receipts shall have been suspended, as hereinbefore provided, there shall be an accounting in respect of the receipts of said street railway system, to which the depositary shall be a party, substantially as provided in Section 25 of this ordinance with respect to the annual account; and any balance of net receipts in the hands of the depositary not expended as aforesaid, accruing prior to the expiration of such period shall be paid to the City, if the City was in possession during such period, or to the Company, if the Company was in possession during such period, and the Company shall be entitled to receive at the time and subject to the conditions hereinbefore in this Section and in Section 18 set forth the share of said net receipts hereinbefore mentioned, accruing after the expiration of such period.

If the City shall enter into possession of said system of street railways, as in this Section provided, it may retain such possession for not more than six months after said title to said system of street railways is perfected as aforesaid and after receiving six months' notice thereof in writing from the Company; and if, while in possession under the authority of this Section, the City shall give notice of its intention to purchase said street railway system of the Company, or to cause the same to be purchased by its licensee *at the next succeeding date at which such purchase could be made under this ordinance*, the City shall be under no obligation thereafter to surrender such possession by reason of such title having been perfected, unless the City or its licensee shall fail to consummate the purchase at the time specified in such notice.

CAPITAL INVESTMENT LIMITATION.

Section 26. The Company shall not be required on account of any extensions of subways or on account of underground trolleys, or on account of any extensions of its street railways (other than the extensions provided for in Exhibit A, and in Section 38 of this ordinance, and six (6) miles of double or twelve (12) miles of single track per annum, as in Section 3 hereof provided), to increase its total capital investment to such an extent that the return thereon over and above the interest charge of five per cent. thereon by this ordinance authorized, would be reduced to an inadequate or unreasonably small amount.

DEPOSITARIES.

Section 27. Any state or national bank or trust company in the City of Chicago or in the City of New York which has a capital stock and surplus amounting to at least one million dollars ($1,000,000) may be selected and can act as a depositary under the provisions of this ordinance; provided, that no moneys shall be deposited with any such depositary under the provisions of this ordinance to an amount exceeding the total capital stock and one-half of the surplus of such depositary; and provided, further, that all deposits authorized or required by this ordinance (except deposits of purchase-money in the event of purchase of said street railway system by the City or its licensee) shall be made with depositaries in the City of Chicago.

DEPOSITS.

Section 28. The Company shall have the right to select the particular depositary or depositaries with which it shall deposit any of the funds required to be deposited by the Company under the provisions of this ordinance, and the Company shall at all times be held responsible for any loss or impairment of any such deposit, and shall promptly make good and restore at its own cost, and not out of the receipts of said street railways, any such loss or impairment. The City or its licensee, as the case may be, shall have the right to select the particular depositary or depositaries with which shall be deposited the funds required to be deposited by the City or its licensee, in the event of purchase of the said street railways by the City or its licensee under the provisions of this ordinance, and the City or its licensee, as the case may be, shall at all times be held responsible for any loss or impairment of any such deposit made by it, and shall promptly make good and restore any such loss or impairment.

Provided, that in all cases where, under the terms of this ordinance, the City is authorized or required to make any deposits of money, the City shall be free from any responsibility for loss or impairment of any such deposit, if not less than thirty days prior to the making of such deposit it shall give notice in writing to the Company of the names of the depositaries in which it shall propose to make such deposit. And the Company, if not satisfied therewith, shall give notice in writing to the City not less than twenty days after receiving such notice from the City. The notice of the Company may direct the City not to make such deposit, or any specified portion of it, with any depositary or depositaries so named by the City of which the Company may disapprove, and in such case such notice by the Company shall contain the names of qualified depositaries from which the City may choose in lieu of the names so disapproved of by the Company, and the number of the names of depositaries in such notice by the Company, from which the City is to choose, shall be at least five in excess of the number of depositaries which the Company shall disapprove of as stated in such notice. And the City, upon making deposits, in accordance with the terms of this proviso, shall be free from any responsibility for loss or impairment of any such deposits.

INTEREST ON DEPOSITS

Section 29. Appropriate provision for the payment of reasonable interest on any funds deposited under the provisions of this ordinance shall be made with the depositary or depositaries of such funds by the party making such deposit. All interest which may accrue upon or be payable on account of any funds deposited under the provisions of this ordinance and any commission or allowance made directly or indirectly by any depositary on account of the funds deposited with it

shall be held and considered as a part of the principal fund so deposited and shall be added to such fund as a part thereof.

The Company shall make daily deposits, with some depositary or depositaries authorized by this ordinance, of all moneys received by the Company from the operation of the said street railways and property, and shall make appropriate provision for the payment of reasonable interest on the moneys so deposited by such depositary or depositaries, which interest shall be added to and be held and considered as a part of the gross receipts of the said street railway system and property.

ANNUAL REPORTS.

Section **30.** The Company, so long as it continues to operate any of the said street railways under this ordinance, and on or before the tenth day of **April** in each year shall prepare and file with the City Comptroller of said City annual reports for the preceding year ending on the 31st day of **January.**

Such reports shall be in writing, verified by the affidavit of the Auditor of the Company, setting forth in reasonable detail, according to forms prescribed by said Comptroller, the character and amount of business done by the Company for the year immediately preceding such report and the amount of receipts from and the expenses of conducting the said business, and the said City Comptroller, or accountants authorized by him, under the direction of the Mayor or City Council of said City, shall have the right at all reasonable times to examine all the books, vouchers and records of the receipts and expenditures of the Company, for the purpose of ascertaining the accuracy of the reports herein required and the rights of the said City under this ordinance. The Board of Supervising Engineers shall have power to prescribe the form and manner in which the books and accounts of the Company shall be kept, **subject to the approval of the City Comptroller.** There shall be also an annual audit of the accounts of the Company covering all receipts and expenditures for the year ending on the thirty-first day of **January** next preceding, and a formal written report by public accountants selected by the City and the Company, the expenses of such audit and report to be paid out of the gross receipts of the Company as an operating expense.

In the event of any purchase of the street railways and property of the Company under the provisions of this ordinance, on the first day of **August** of any year, there shall be an accounting and report for the preceding six months similar in character to that hereinbefore provided.

COMPANY TO MAINTAIN OFFICE IN CITY.

Section **31.** The Company shall not remove its principal office or any of its books (except bond registry and stock transfer books), records, accounts, contracts or original vouchers of receipts and expenditures beyond the limits of the said City, and shall maintain an office within said City so long as the Company continues to operate any part of the street railways mentioned and provided for in this ordinance under the provisions hereof.

FORFEITURE FOR NON-COMPLIANCE.

Section **32.** The Company, by the acceptance of this ordinance, expressly agrees with the said City and obligates itself fully to comply with all of the terms and conditions of this ordinance throughout the period of time covered hereby, and so long as the Company continues to operate any street railways in said City under or by virtue of the authority hereof.

The Company further agrees that in the event that it shall make default in the observance or performance of any of the agreements or conditions herein required to be kept and performed by it **(other than the obligations stated in subdivision (d) of Section 1 of this ordinance as to which special provision has been made in Section 25 of this ordinance,** *which obligations, however, are to be excepted only in case* **the Company has fully complied with the provisions of said Section 25),** and if any such default shall continue for a period of three (3) months (exclusive of all times during which the Company may be delayed or interfered with, without its connivance, by unavoidable accidents, labor strikes or the orders or judgments of any court entered in any suit brought without its connivance), after written notice thereof to it from the said City, then and in each and every such case, the said City by its City Council shall be entitled to declare this grant and all of the rights and privileges of the Company to maintain and operate street railways in any of the streets or public ways of the said City to be forfeited and at an end; provided, however, that should the Company, for its corporate purposes, pledge or mortgage its street railway property or any of the rights secured to it by this ordinance, or any security representing the said property or rights, for the security of the payment of its notes, bonds, or other evidences of indebtedness maturing **not later than** February 1, A. D. 1927, the amount thereof not being in excess of the value of all the property and rights of the Company, as defined in Section 20 hereof, such right of forfeiture of this grant by reason of any violation by the Company of the provisions of this ordinance shall not be asserted or exist against such pledgee or pledgees, mortgagee or mortgagees, or any of them, and shall not impair or affect the right of such pledgee or pledgees, mortgagee or mortgagees, to recover by foreclosure or other legal process against all the property of the Company, including the rights and privileges hereby granted, the face value of said notes, bonds or other evidences of indebtedness, or any security representing the said property or rights to an amount, however, not in excess of the sum for which the City would then have the right under the terms of this ordinance to purchase the said street railway property for municipal operation; and it is hereby stipulated that any notice of default by the Company, upon which a forfeiture shall be claimed, shall also be given by the said City to the trustee or mortgagee of record in any trust deed or mortgage securing such indebtedness. The purchaser at any foreclosure or other sale shall acquire no other or greater rights or privileges than are hereby conferred, and such purchaser shall hold said property, so purchased at such foreclosure or other sale, subject to the right of purchase at any time, thereafter, as herein provided, by the said City, and also subject to the right of purchase by any licensee of the said City, upon the same terms as the said City might purchase and acquire said property, but without payment in either case of the additional twenty per cent. provided for in Sections 20 and 22 of this ordinance; and also subject to the continuing terms, conditions and limitations of this ordinance, including the forfeiture provisions to the same extent as if the said purchaser had been the original grantee hereunder except that such purchaser shall have no right to execute or deliver any mortgage, trust deed or other encumbrance on said street railways, rights and property or any part thereof without the consent of said City.

The City shall have the right to bid and become the purchaser at any such foreclosure or other sale.

The said Company further expressly agrees that, by the acceptance by it of this ordinance, it is obligated to complete the said work of "Immediate Rehabilitation" provided for in said "Exhibit B" within the time and in the manner

set forth in said Exhibit (due allowance being made for any and all delays or interruptions arising without its connivance by unavoidable accidents, labor strikes, or the orders or judgments of any court entered in any suit brought without its connivance), and if the Company shall fail or neglect to proceed with the said work of "Immediate Rehabilitation" with all reasonable diligence and promptness after the acceptance of this ordinance by the Company, or to complete the said work within the time prescribed in said "Exhibit B," and said Board of Supervising Engineers shall certify to the City Council of the said City that the Company has failed or neglected to so proceed with said work, or has failed or neglected to complete the work in the time specified in "Exhibit B," the Company shall be and is obligated to pay to the said City for each day that such default or neglect shall continue, the sum of ten thousand dollars as liquidated damages; and if the Company shall, at any time after the acceptance of this ordinance by it, fail to comply with the provisions hereof with regard to the maintenance of first class street railway service over and upon its said lines of street railways, the said City shall have the right to sue for and recover in any court of competent jurisdiction the sum of not less than fifty dollars and not more than five hundred dollars for each and every such failure and each and every day that such failure shall continue shall be taken and held to be a separate offense; but the payment of such penalties shall not in any manner release the liability of the Company to incur a forfeiture of all its rights and privileges under this ordinance, as hereinabove in this Section provided.

WAIVER OF RIGHTS.

SECTION 33. The Company, in consideration of the grant made by this ordinance, upon the terms and conditions herein expressed, agrees to waive, surrender and release, and by the acceptance of this ordinance the Company does waive, surrender and release, all and every one of the rights and claims of every kind and nature in respect to the location, maintenance, operation or exclusion of street railways in the streets, or any of them, of the said City now or hereafter vested or claimed to be vested in the Chicago West Division Railway Company, the Chicago Passenger Railway Company, the West Chicago Street Railroad Company, the West Chicago Street Railroad Tunnel Company, the North Chicago City Railway Company, the North Chicago Street Railroad Company, and the Chicago Union Traction Company, or in the Receivers of any of said Companies, and the Company hereby agrees to execute from time to time such further instruments of waiver, surrender and release of such rights and claims as the City may reasonably require, and the Company by the acceptance of this ordinance further covenants and agrees that it will not permit the stocks, securities or evidences of indebtedness of any of said Companies which it may at any time acquire, or any estate, interest or power of control which may exist in it by reason of the possession of such stocks, securities and evidences of indebtedness, or any of them, to be so used as to promote or sanction the assertion of any right or claim hereby agreed to be waived, surrendered and released.

TUNNEL RE-CONSTRUCTION.

SECTION 34. The Company, upon its acceptance of this ordinance, shall diligently proceed to finish and complete the work of lowering and re-constructing the tunnel under the south branch of the Chicago River at or near Van Buren Street, now in progress according to plans and specifications therefor prepared by Samuel G. Artingstall, Chief Engineer, and approved by the Secretary of War; said work of lowering and re-constructing of said tunnel according to said plans and specifica-

tions being now performed by the Great Lakes Dredge and Dock Company under a contract in writing, dated July 24th, 1906, between it and the Receivers of the Chicago Union Traction Company.

The said Company shall, also, upon its acceptance of this ordinance diligently proceed with the work of construction of a false roof in the tunnel under the south branch of said river at Washington street, and with the removal of the crown of said tunnel, as provided in and by an ordinance of the City Council of the City of Chicago in relation to that subject, passed June 18, 1906, said work being now in progress according to plans and specifications therefor, approved by the Commissioner of Public Works, and being performed by Angus Brothers and Company, under a written contract dated July 24th, 1906, between said Angus Brothers and Company and the Receivers of said Chicago Union Traction Company. The said Board of Supervising Engineers forthwith upon its organization shall prepare plans and specifications for the complete reconstruction of the tunnel under the Main Chicago River at La Salle street, including the work of removing the present tunnel at said La Salle street so far as the same may be necessary to meet the requirements of the Government of the United States as to navigation of the Chicago River at said point, and so far as may be necessary to allow the complete re-construction of the tunnel at said street, and also shall forthwith proceed to prepare plans and specifications for the additional work necessary for the complete reconstruction of said Washington street tunnel and submit both said plans and specifications to the Commissioner of Public Works of the City for his approval subject to such direction, if any, as the City Council of said City may prescribe. Upon such approval the Company shall diligently proceed under contracts to be approved by said Board of Supervising Engineers to the complete reconstruction of said Washington street and said La Salle street tunnels according to said plans and specifications.

Said work of re-construction shall be done in a safe, secure and workmanlike manner to the satisfaction, and with the approval of the Commissioner of Public Works, and under the supervision of said Board of Supervising Engineers. Whatever detailed plans or specifications may be necessary in the opinion of said Board of Supervising Engineers shall be provided during the process of said construction and shall be subject to the approval of said Commissioner of Public Works.

The Company by the acceptance of this ordinance agrees to construct such connections with and modifications of said tunnels and their approaches as may be determined by the Board of Supervising Engineers for the purpose of utilizing such tunnels in connection with any subway constructed under this ordinance.

CITY'S RIGHT TO INTERVENE.

Section 35. The Company by the acceptance of this ordinance shall and does grant to the said City, and the said City hereby reserves to itself the right to intervene in any suit or proceeding brought by any person, firm or corporation seeking to enjoin, restrain or in any manner interfere with the Company in the doing of any work called for by this ordinance, or involving the observance or performance of any of the agreements or conditions herein provided to be kept or performed by the Company, or in any suit to foreclose or enforce any lien, mortgage or trust deed against it and to move for a dissolution of such injunction or restraining order in such suit, and take any other appropriate steps to protect the rights of the said City in case it shall deem such action necessary and appropriate to protect the interests of the said City.

BOARD OF SUPERVISING ENGINEERS.

Section **36.** Immediately upon the acceptance of this ordinance by the Company, there shall be organized a Board of Supervising Engineers in the manner following:

Within thirty (30) days after the acceptance of this ordinance as hereinafter provided, the Company shall appoint an engineer to represent it on said Board, and shall notify the Mayor of said City, in writing, of the name and address of such engineer; and within thirty (30) days after such notice the said City shall appoint an engineer as its representative on said Board (which appointment shall be made by the Mayor of the said City and shall be subject to the approval of the City Council), and shall notify the Company in writing of the name and address of its said engineer.

Bion J. Arnold is hereby selected and appointed the third member of said Board. The said City or the Company may respectively, at any time and from time to time, remove its representative on said Board, and may also respectively from time to time, appoint an engineer to represent it upon said Board, whenever and as often as it shall fail to have a representative upon said Board from any cause whatsoever. No such removal or appointment shall take effect until written notice thereof has been given to the other party by the party making such removal or appointment.

The said City and the Company may, at any time and from time to time, remove the third engineer from said Board, and may also select and appoint a third engineer to be a member of said Board, whenever and as often as a vacancy in said Board shall occur from the death, resignation, removal, refusal or inability to act of the third engineer upon said Board.

In the event that any vacancy in the position of third engineer upon said Board shall not be filled by the selection of a third engineer by said City and the Company within thirty (30) days after such vacancy shall arise, then the persons then acting as judges of the (main) Appellate Court for the First District of Illinois, or a majority of them, may fill such vacancy on said Board by appointing a competent engineer thereto upon the application of said City or the Company, after ten days' written notice having been given to the other party of such application.

In case either the said City or the Company desires the removal of the said third engineer and the appointment of another engineer in his place, the party desiring such removal and new appointment may, upon giving ten (10) days' written notice thereof to the other party, apply to the said judges for such removal, and the said judges or a majority of them shall within ten (10) days from and after such application set the same for informal and summary public hearing, at which the party desiring the removal shall publicly present its reasons for asking such removal.

Upon such application of either the said City or the Company, the said judges or a majority of them shall have the power, but shall not be required to remove the said third engineer. The third engineer shall not be removed by the said judges or a majority of them at any time, except upon the application of either the said City or the Company.

Upon the refusal or failure of the said Judges then constituting the (main) Appellate Court for the First District of Illinois, or a majority of them, to make the appointment herein authorized within thirty (30) days after being requested so to do, either the said City or the Company may, upon giving ten (10) days'

written notice to the other party of its intention so to do, apply to any judge of the Circuit Court of Cook County, Illinois, for the appointment of a third engineer to fill any vacancy existing in said position, and the judge so applied to shall have the power to appoint such third engineer, who, when appointed, shall be a member of said Board, and shall be subject to removal in the manner hereinabove provided.

Either the Company or the City shall have the right to apply to any court of competent jurisdiction for the removal of any member of said Board of Supervising Engineers for fraud, corruption or failure to perform in good faith his duties under this ordinance.

A majority of said Board of Supervising Engineers shall at all times be authorized to exercise the powers conferred by this ordinance on said Board.

All words in this ordinance contained purporting to give authority to said Board of Supervising Engineers shall be construed as giving such authority to a majority of said Board.

SALARIES AND EXPENSES OF BOARD.

The said Board of Supervising Engineers shall maintain an office in the said City and shall employ the necessary assistance and purchase the necessary supplies and materials to enable it properly to perform its duties under this ordinance.

The said third engineer shall be ex-officio Chairman of the Board, and shall be paid for his services as a member of said Board compensation at the rate of $15,000 per annum.

During the period of "Immediate Rehabilitation," said Bion J. Arnold, so long as he continues to act as a member of said Board, shall, in addition to his duties as a member of said Board of Supervising Engineers, act as Chief Engineer of the work contemplated in this ordinance, and shall receive as additional compensation for such service, the sum of $15,000 per annum. In such capacity he shall have charge of the preparation of the plans and specifications, and the general direction of the entire work, and of its inspection during construction. Said plans and specifications and system of inspection shall be subject to the approval of the Board of Supervising Engineers.

Each of the other two members of said Board shall, in addition to attending the monthly meetings of the Board attend such other meetings as may be called by the Chairman, and be paid for his services as a member of said Board, compensation at the rate of $100 per day, and his traveling and living expenses while away from his home, and actually engaged upon this work, it being understood that his total compensation for services shall not be less than $3,600 nor more than $10,000 per year. The Chairman of said Board shall call a meeting of said Board at any time upon the request of the President of either of said Companies or of the Mayor of the City.

The salaries and expenses of said Board of Supervising Engineers during the period of "Immediate Rehabilitation" provided for in this ordinance shall be added to and form a part of the cost of such "Immediate Rehabilitation," but thereafter shall be paid out of gross receipts, as an operating expense.

In case the said ordinance to the said Chicago City Railway Company is passed and accepted, as therein provided, the third engineer and the engineer representing the City on the Board of Supervising Engineers created by said ordinance shall be the same persons who act as the third engineer and the engineer representing the City, respectively, in the Board of Supervising Engineers created by this ordi-

nance; and the said **Chicago City Railway Company** and the Company shall agree upon one engineer as their joint representative upon said Board; but in case they do not so agree, each of said Companies may select its own representative, who shall in such case act as a member of said Board only in the consideration and determination of matters relating to the street railways and property of the particular Company he represents.

In the determination of any matter relating to subways and through routes and all other matters in which said companies are jointly interested the representative of each of said companies on said Board of Supervising Engineers shall be entitled to one-half of a vote.

In case said ordinance to said **Chicago City Railway Company** is passed and accepted as therein provided, the salaries and compensation of said engineers provided for in this ordinance shall include all compensation or salaries payable to said engineers under said other ordinance without duplication, and shall be equitably apportioned by the said third engineer between the said two Companies, taking into consideration the work done by said Board under the said ordinances, respectively, and the determination of said third engineer as to such apportionment shall be final and binding upon the parties whose interests are therein concerned.

CITY TO RESERVE POLICE POWER.

Section **37.** Nothing in this ordinance contained shall be construed as depriving the said City of the right of exercising any police power which it would have possessed or enjoyed had this ordinance not been granted.

The enumeration herein of special requirements and specific regulations shall not be taken or held to imply the relinquishment by the said City of its power to make other requirements or regulations, and the said City hereby expressly reserves the right to make all regulations which may be necessary to secure in the most ample manner the safety, welfare and accommodation of the public, including among other things the right to pass and enforce ordinances to protect the public from danger or inconvenience in the management and operation of street railways throughout the said City and the right to make and enforce all such regulations as shall be reasonably necessary to secure adequate and sufficient street railway accommodations for the people, and insure their comfort and convenience.

The said Council may vest any or all matters of administration under this ordinance, including such thereof as are herein vested in the Mayor, Comptroller or other City officials named in this ordinance or in said "Exhibit B" attached hereto (but excepting those herein vested in said Board of Supervising Engineers), in a Department or Bureau of Local Transportation, or in its City Engineer, or in any official or employes of said City.

COMPREHENSIVE RECONSTRUCTION AND UNIFIED OPERATION ASSURED.

Section **38.** For the purpose of carrying into effect the purpose and desire of the said City to provide for the unified operation and the comprehensive reconstruction of all the street railways within said City, an ordinance similar to this ordinance in general provisions and character, covering the system of street railways now maintained and operated by the **Chicago City Railway Company,** granting to said Company the right to operate said system, has been presented for passage by the City Council of said City, concurrently with this ordinance, and it is hereby expressly provided that in the event that the Company accepts this ordinance and files the bond as required in this ordinance within the time herein prescribed,

and the said **Chicago City Railway Company** fails to accept the said ordinance after its passage and within the time and according to the terms provided therein, or in any ordinance amendatory thereof or supplementary thereto, the Company hereby obligates itself to extend and operate its street railway system over and upon the streets and parts of streets in the said City covered by the said ordinance to the said **Chicago City Railway Company,** so far as and to the extent that the rights of the **company or** companies now operating the street railways upon such streets and parts of streets cease and expire by limitation or otherwise, the said street railway system of the Company to be extended over each such street or part of street as rapidly as and to whatever extent the said City is able to and does confer upon the Company lawful authority to construct and operate street railways upon such streets and parts of streets, respectively, and deliver to the Company peaceable possession thereof for such purposes. And the Company hereby agrees to construct and operate in each such street and part of street so turned over to it as aforesaid, the street railways and equipment required by the ordinance to said **Chicago City Railway Company** to be constructed by it therein, **including** the making of the contribution for the construction of subways and extensions thereof provided for in said last mentioned ordinance.

And the said Company agrees that it will furnish the necessary moneys to pay or to enable said City to pay for the physical property constituting the street railways and equipment in any such street or part of street which the City or its licensee may be authorized or required to purchase under and in accordance with the terms of the ordinances of said City which have been heretofore passed and are now in force with respect to any such street or part of street, respectively, property so purchased to be turned over to the Company as a part of the extension of the Company's system provided for in this section, and the moneys so paid or advanced shall be held and considered as a part of the expense of making such extension. For the purpose of making any such extension the Company agrees that it will, when authorized and required by the City, purchase and pay for the physical property constituting the then existing street railway and equipment located upon any street or part of street turned over to the Company under the foregoing provisions of this section, provided the price to be paid for such property shall not exceed the value of the same for street railway purposes as estimated by the Board of Supervising Engineers, and that, when acquired, said property shall be used by the Company as a part of the extension of its system upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

All such extensions of the Company's system and the operations thereof shall be subject to the provisions of this ordinance, in the same manner and to the same extent as if herein expressly provided for as a part of the street railway upon such street or part of street under the provisions of this ordinance, and that the amount paid for such property shall be held and considered as a part of the cost of making such extension under the provisions of this ordinance.

The construction and equipment of all such extensions shall be made under the supervision of and the cost thereof determined by the said Board of Supervising Engineers, and such extensions shall be in all respects subject to the provisions of this ordinance as to purchase by the said City or its licensee, the determination of the character and cost of construction, reconstruction, equipment and re-equipment, the annual return to the Company upon its investment,

the division of profits with the said City and the operation of such extensions by the Company, so far as such provisions can be made applicable thereto.

The City agrees that, in case it shall require the Company to extend its street railway system over or upon any street or part of street covered by the said ordinance to the said Chicago City Railway Company, under the provisions of this section, the Company shall have the right to extend its street railway system over and upon all of the streets and parts of streets covered by the ordinance of the said Chicago City Railway Company, upon the terms specified in this section, when and as soon as the now existing rights of other companies in said streets or parts of streets, respectively, shall expire or be terminated.

ORDINANCE BINDING UPON SUCCESSORS AND ASSIGNS.

Section 39. This ordinance shall inure to the benefit of and be binding upon the lessees, successors and assigns of the Company, and they and each of them shall be bound by all and every its provisions by the Company to be kept and performed, precisely as if in every case they had respectively been named herein with the Company.

LEASE OR ASSIGNMENT.

Section 40. No lease or operating agreement and no assignment, except by way of mortgage or trust deed, under the provisions and limitations of this ordinance, shall be made by the Company without the consent of the City Council of said City.

No mortgage, trust deed or other instrument given by the Company shall impose any lien upon or create any rights in the said street railways, property and rights, without the same being made specifically subject to all the limitations, conditions and provisions of this ordinance, including the right of the said City or its licensee to acquire the said property and rights upon the terms and in the manner in this ordinance provided, and in the event of such purchase, the lien of such mortgage, trust deed, or other encumbrance, and all other liens upon said street railways, property and rights or any part thereof, shall be discharged from said street railways, property and rights and shall attach to the proceeds of sale thereof, except in a case in which it is expressly provided by this ordinance that the purchase may be made subject to such lien or encumbrance and in which the City or its licensee has elected to purchase subject thereto; and except in the case last referred to, the City shall be, and by the acceptance of this ordinance is, irrevocably authorized by the Company in the event of such purchase, to pay to the trustee under any such trust deed, or to the holder of any such mortgage, out of said purchase-money, an amount sufficient to pay the principal and interest then due or accrued upon any obligation secured by such mortgage or trust deed, and to make such other appropriate disposition of any part of said purchase-money as may be necessary for the protection of any lien or right hereby transferred to the proceeds of sale.

And the City shall have, and may exercise with respect to any property, claims, liens or encumbrances which it may acquire with any part of said purchase-price, or otherwise, all the rights of the holder thereof from whom the same may be purchased or acquired, anything to the contrary in this ordinance contained notwithstanding.

WARRANTY OF TITLE.

Section 41. Whenever the City, or its licensee, shall desire to purchase and

take over the street railway system of the Company within the said City, as in this ordinance provided, and shall comply with the provisions of this ordinance with respect to making such purchase and payment therefor, the Company shall, by good and sufficient written instruments to that end, transfer to the City, or its licensee, as the case may be, all its said street railway system and property, free from all claims and liens, except as otherwise in this ordinance expressly provided in case the City or its licensee elects to take subject to any lien or encumbrance, and the Company shall warrant the title to all of the property so transferred to the City or its licensee, to be complete and free from all claims and liens whatsoever except as aforesaid, and shall pay to the City, upon demand, any amounts which the City may be compelled to pay to perfect such title, if incomplete, or to remove any lien or encumbrance, as provided in subdivision 2 of Section 20 hereof, and shall also warrant that there are no outstanding rights in the streets or parts of streets occupied by its street railways, in any person or corporation, derived through or under said Company, or any of the Companies mentioned in Section 33 hereof, except the rights of the Chicago Consolidated Traction Company, under any operating agreement then in force with the consent of the City, in case the City or its licensee shall elect to take title subject to such operating agreement.

BOND.

Section 42. The Company shall forever indemnify and save harmless the said City against and from all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be recoverable from or obtained against the said City, for or by reason of the granting of the privileges hereby conferred upon the Company, or for or by reason of or growing out of or resulting from the exercise by the Company of the privileges hereby granted, or any of them, or from any act or acts of the Company, its servants or agents, under or by virtue of the provisions of this ordinance.

And the Company shall, within the time limited for the acceptance of this ordinance, file with the City Clerk of said City its bond to the said City, in the penal sum of One Hundred Thousand Dollars, conditioned that it will forever indemnify and save harmless the said City as aforesaid; provided, however, that the giving of said bond or the recovery of a judgment or judgments thereon by the said City shall not be construed as measuring, lessening or limiting the liability of the Company to the said City under any provisions of this ordinance.

RIGHTS AND OBLIGATIONS DATE FROM FEBRUARY 1, 1907.

Section 43. If the Company shall accept this ordinance within the time limited therein for the acceptance thereof, then the rights and obligations of the City and the Company under this ordinance shall be the same as if this ordinance had been passed on February first, A. D. 1907, and had been accepted by the Company on February first, A. D. 1907, and accounting shall be had as between the City and the Company as of that date.

ACCEPTANCE.

Section 44. *This ordinance shall not take effect or be in force unless and until a majority of the votes cast upon the following question of public policy at the election to be held in the City of Chicago, on the first Tuesday in April, A. D. 1907, are in the affirmative:*

"For the approval of ordinances substantially in the form of the pending ordinances (reported to the City Council of the City of Chicago on January 15,

A. D. 1907), authorizing the Chicago City Railway Company and the Chicago Railways Company, respectively, to construct, maintain and operate street railways in said city, and providing for the purchase thereof by the said City or its licensee."

In the event, and only in the event, that the said question of public policy is submitted to the electors of said city at said election, and a majority of the votes cast upon the said question at said election are in the affirmative, then and in that event, this ordinance shall take effect and be in force from and after the acceptance of this ordinance, in accordance with the conditions hereof, by the Company, under its corporate seal, after the said first Tuesday in April, A. D. 1907; provided, that if the Company shall not file with the City Clerk of said city the penal bond hereinabove mentioned and its formal acceptance of this ordinance and of all its terms and conditions, within one hundred and sixty-five (165) days from the passage hereof, then all rights and privileges hereby granted shall be wholly null and void and of no effect.

EXHIBIT A.

Chicago Railways Company.

Schedule of streets upon which shall be maintained and operated tracks not exceeding two except where otherwise noted.

Adams street, from State street to Center avenue.

Alley first south of Washington boulevard, between Western avenue and Campbell avenue, from Western avenue to the west line of Lot 67, in L. D. Boone's Addition, in Section 12, 39, 13. Single track.

Alley, first public alley lying west of Clark street and between Clark street and Orchard street, running northerly from Sherman place: from at or near Sherman place to north end of said alley.

Alley, first north-and-south public alley west of Sheffield avenue, lying between Wrightwood avenue and Lill avenue; from Wrightwood avenue to Lill avenue. Single track.

Armitage avenue, from Milwaukee avenue to Elston avenue.

Armitage avenue, from Milwaukee avenue to 44th avenue.

Ashland avenue, from 31st street to Blue Island avenue, *subject to the existing rights, if any, of the Chicago General Railway Company.*

Ashland avenue, from Blue Island avenue to 12th street.

Ashland avenue, from Lake street to Clybourn place.

Ashland avenue, from Fullerton avenue to Belmont avenue.

Ashland avenue, from Belmont avenue to Graceland avenue.

Austin avenue, from Desplaines street to Center avenue.

Belden avenue, from Racine avenue to Clifton avenue.

Belmont avenue, from Lincoln avenue to Robey street.

Blackhawk street, from Holt street to Noble street.

Blue Island avenue, from Harrison street to Western avenue.

Bryan place or Park street, from Randolph street to Lake street.

California avenue, from Chicago avenue to Elston avenue.

Canalport avenue, from Canal street to Halsted street.

Canal street, from Harrison street to Canalport avenue.

Center avenue, from Adams street to 21st street.
Center avenue, from Austin avenue to Erie street.
Center street, from Clark street to Lincoln avenue.
Center street, from Lincoln avenue to Racine avenue. Single track.
Chicago avenue, from Clark street to Kedzie avenue.
Chicago avenue, from 40th avenue to 48th avenue.
Clark street, from Washington street to Devon avenue.
Clinton street, from 12th street to Harrison street. Single track.
Clinton street, from Harrison street to Milwaukee avenue.
Clybourn avenue, from Division street to Belmont avenue.
Clybourn place, from Ashland avenue to Wood street.
Clybourn place, from Ashland avenue to Elston avenue.
Colorado avenue, from Madison street to 40th avenue.
Dearborn street, from Kinzie street to Polk street.
Desplaines street, from Harrison street to Austin avenue.
Division street, from State street to two hundred (200) feet west of California avenue.
Eighteenth street, from State street to Leavitt street.
Erie street, from Center avenue to Ashland avenue.
Evanston avenue, from Diversey boulevard and a connection with the tracks on Clark street, to Halsted street and thence on Halsted street and Evanston avenue to Graceland avenue.
15th place from Jefferson street to Canal street.
Fifth avenue, from 12th street to the center of the Chicago River and thence north on and along Wells street to Clark street.
Fortieth avenue, from Grand avenue to North avenue.
Fortieth avenue from Madison street to Lake street.
Fortieth avenue, from 22d street to Ogden avenue.
Fourteenth street, from Canal street to Robey street.
*Franklin street, from Harrison street to Washington street.
*Franklin street, from Washington street to Lake street.
Fullerton avenue, from Lincoln avenue to Milwaukee avenue.
Fullerton avenue, from Milwaukee avenue to 40th avenue.
Garfield avenue, from Lincoln avenue to Racine avenue. Single track.
Graceland avenue and Irving Park boulevard, from Evanston avenue to Ashland avenue.
Grand avenue, from middle of north branch of Chicago River to 40th avenue.
Grand avenue, from 51st and Armitage avenues and connecting with the tracks on Grand avenue, northwesterly to Fullerton avenue; west on Fullerton avenue to Grand avenue; northwesterly on Grand avenue to 72d avenue.
Halsted street, from the middle of the south branch of the Chicago River to Evanston avenue, connecting over Evanston avenue and Halsted street with Graceland avenue.
Harrison street, from State street to Kedzie avenue.
Harrison street, from Kedzie avenue to 40th avenue.
Holt street, from Blackhawk street to North avenue.
*Illinois street, from Clark street to Market (or Orleans) street.
Indiana street, from State street to middle of north branch of Chicago River.
Irving Park boulevard, from Clark street to Ashland avenue.

Jefferson street, from Madison street to Washington street.

Jefferson street, from Van Buren street to Meagher street (or 15th place).

Kedzie avenue, from 12th street to Chicago avenue.

*Kinzie street, from State street to Market (or Orleans) street.

Lake street, from Wabash avenue to State street.

Lake street, from State street to 48th avenue.

Larrabee street, from Chicago avenue to Lincoln avenue.

La Salle avenue and La Salle street, from Illinois street, through La Salle street tunnel to Monroe street.

La Salle street, from Monroe street to Adams street.

Leavitt street, from Blue Island avenue to 18th street.

Lincoln avenue, from Center street to Belmont avenue.

Madison street, from State street to 40th avenue.

Market (or Orleans) street, from Kinzie street to Chicago avenue.

Market (or Orleans) street, from Chicago avenue to Division street. Single track.

Meagher street or 15th place, from Canal street to Jefferson street.

*Michigan street, from State street to Clark street.

*Michigan street, from Wells street to Market (or Orleans) street.

Milwaukee avenue, from Lake street to Logan Square.

Monroe street, from Franklin street to La Salle street.

Monroe street, from La Salle street to Dearborn street.

Monroe street, from Dearborn street to State street.

Noble street, from Milwaukee avenue to Blackhawk street.

North avenue, from Clark street to 46th avenue.

North avenue, from 46th avenue to 48th avenue.

Ogden avenue, from Randolph street to 40th avenue.

*O'Neil street, from Halsted street to six hundred (600) feet west of Halsted street. Three tracks.

Orleans street, from Kinzie street to Chicago avenue.

Orleans street, from Chicago avenue to Division street. Single track.

Paulina street, from 12th street to Lake street.

Polk street, from Dearborn street to State street.

Polk street, from 5th avenue to Canal street, including approaches to and on 5th avenue.

Racine avenue, from Clybourn avenue to Fullerton avenue. Single track.

Randolph street, from State street to Union Park and Lake street.

Randolph street, from Michigan avenue to State street.

Robey street, from Blue Island avenue to Elston avenue.

Robey street, from Belmont avenue to Roscoe street.

Roscoe street, from Robey street to Western avenue.

Sangamon street, from Adams street to Austin avenue.

Sedgwick street, from Chicago avenue to Division street. Single track.

Sedgwick street, from Division street to Center street.

Sheffield avenue, from Lincoln avenue to Clark street.

Southport avenue, from Clybourn place to Clark street.

State street, from Polk street to Madison street, an additional single track to be laid to the west of and parallel to the double track of the Chicago City Railway Company on said street between said points.

State street, from Madison street to Lake street. Double track in the space occupied by present west and middle tracks.

State street, from Lake street to Division street.

Taylor street, from 5th avenue to Western avenue, including approaches to and on 5th avenue.

Twelfth street, from Wabash avenue to 40th avenue.

Twenty-first street, from Halsted street to Douglas Park (or Marshall) boulevard.

Twenty-second street, from Ogden avenue to 40th avenue, *subject to the existing rights, if any, of the Chicago General Railway Company.*

Twenty-fifth (or Coulter) street, from Leavitt street to Irving avenue.

Twenty-sixth street, from Western avenue to 40th avenue.

Van Buren street, from State street to Kedzie avenue.

Van Buren street tunnel approaches, and through the Van Buren street tunnel from Clinton street to Franklin street.

Washington street, from State street to Desplaines street and through Washington street tunnel.

Washington street, from Wabash avenue to State street.

Webster avenue, from Lincoln avenue to Racine avenue. Single track.

Western avenue, from Blue Island avenue to Elston avenue.

Western avenue, from Roscoe street to Lincoln avenue; this line to be built after the completion of the underground improvements, including water and sewer service, in said section of Western avenue, and concurrently with the completion of the paving of said section.

Wrightwood avenue, from Lincoln avenue west to thirty-three (33) feet west of first north-and-south alley west of Sheffield avenue.

LOOPS AND SERVICE TRACKS.

From Clark street with a single track on Dewey court and private property and with not exceeding two tracks along the alley running northerly from Sherman place between Clark and Orchard streets, from at or near Sherman place to the northerly extremity of said alley; with convenient curves, switches and connections from the main tracks on said Clark street and said track and tracks on Dewey court and said alley to private property to compose suitable loops and connections for handling cars.

From Lincoln avenue west on Wrightwood avenue to a point thirty-three (33) feet west of the first north-and-south alley west of Sheffield avenue, with track along said alley from Wrightwood avenue to Lill avenue, and with curves and tracks from said tracks to the Company's property east and west of said alley.

From Sheffield avenue, north of Lincoln avenue, over property belonging to the Company to Lincoln avenue.

Necessary and convenient tracks, not less than four, connecting the tracks on Lake street and the tracks on Madison street with the car houses, car shops, stables, power houses and yards now constructed, or hereafter to be constructed, on Lots one (1) and two (2) and sublots twenty-three (23), twenty-four (24) and twenty-five (25), in Parmley's Sub. of Lot three (3) of the Superior Court Partition of the east 30 acres of the west 40 acres of the S. W. ¼ of Section eleven (11), Township thirty-nine (39) north, Range thirteen (13) east of the Third Principal Meridian.

The Company is permitted to construct, maintain and operate all curves, crossings, cross-overs, turnouts, branch-offs, switches and connections within the streets, alleys and public places above specifically described, connecting and necessary and convenient to connect tracks authorized by this ordinance, or to connect said tracks,

or any of them, or its tracks on private property with the tracks of other corporations or with power houses, sub-stations, car houses, shops, yards and other property now used or hereafter required to be used in the operation of its street railways under the powers given by this ordinance; and to erect and maintain all poles and wires necessary to be used in connecting its said property, power houses and street railways, and also to construct, maintain and operate a double track on, along and across all bridges and viaducts in or crossed by any of the streets or parts of streets included in this Exhibit A.

Tracks, curves and turnouts on the streets and parts of streets the names of which are distinguished in this Exhibit by a star (*) are specifically authorized to be constructed and maintained for use during rush hours or for emergency use in case of fire or accident, in addition to their use for the regular routing of cars.

PIPE LINE.

The Company shall have the right to maintain and operate during the life of this ordinance the pipe line constructed by the North Chicago Street Railroad Company between its gas plant on Larrabee street and its car barns at Clark street and Sherman place and at Lincoln and Wrightwood avenues under an ordinance of the City of Chicago passed October 15, 1891, entitled "An ordinance authorizing the North Chicago Street Railroad Company to lay a pipe line from Company's gas house to car house," but subject to all the terms and conditions of said last-mentioned ordinance and of this ordinance.

EXHIBIT B.

Chicago Railways Company.

Immediately upon the acceptance of this ordinance by the Company it shall proceed with all due diligence to repair and reconstruct its street railway system and equipment and to secure the necessary supply of electric power to comply with the provisions of this ordinance and under the following specifications:

IMMEDIATE REHABILITATION.

That the character of service required by the accompanying ordinance may be established at the earliest moment practicable, the Company shall, upon the acceptance of said ordinance, proceed immediately, (1) to remove from the streets all of its present cable tracks, slots, and conduits, and substitute therefor electric tracks of the character and type as hereinafter described; (2) to rebuild at least 90 miles (single track) of the present electric track of the Company with track of the character and type hereinafter described; (3) to construct and equip the necessary system of distribution and substations, as may be determined upon by said Company with the approval of the Board of Supervising Engineers, to transmit and transform whatever electric power may be required to enable the Company at all times to operate its street railways efficiently and continuously; (4) to rebuild and re-equip its car houses so as to enable it to properly clean and maintain its cars; (5) to increase as rapidly as possible the number of double truck cars, of the character and type as hereinafter described, until there shall be in operation on its street railway system at least twelve hundred (1,200) such cars, and (6) to reconstruct the Van Buren street and Washington street tunnels and to reconstruct or rebuild the tunnel at La Salle street. The Company shall diligently prosecute the work above specified and required, and complete the same as rapidly as practicable, in accordance with the provisions of said ordinance, and in compliance with the general specifications herein contained, but in any event the said

work shall be completed within three (3) years from the date of actual acceptance of said ordinance.

GENERAL SPECIFICATIONS.

In addition to the work hereinabove specifically required the Company shall, as promptly as possible, do the necessary work and purchase the necessary materials and equipment to put its entire street railway system and equipment in the best practicable condition to enable it to furnish to the citizens of Chicago the quality and kind of service contemplated and required by this ordinance, and shall at all times maintain the same at the highest practicable efficiency.

Permits.

The Company, before it makes any excavation in, or in any way interferes with the surface of, any street or public way for the purpose of doing any work shall obtain from the Commissioner of Public Works of the City a permit so to do, which permit shall contain a condition requiring the Company to restore said street or way and maintain it for one year thereafter; and in every case the Company, after it has restored such street or way shall maintain it for one year after such restoration.

Permits for Buildings.

All permits issued for the removal of buildings on or across any track of the Company shall provide that the Company be notified at least two days in advance of such removal; that such removal shall only take place, unless with the consent of the Company, between the hours of twelve o'clock midnight and five o'clock A. M.; and that the party to whom the permit is issued shall pay to the Company the actual cost of removing and replacing its overhead equipment, and for the interruption of its traffic from five A. M. to twelve o'clock midnight, if such interruption shall occur.

Tracks.

The tracks to be maintained by the Company shall not be elevated above the surface of the street or public way in which they are placed. They shall be laid and maintained by the Company so as to conform to the grade of such street or public way as the same is, or from time to time hereafter shall be, established by the City Council.

All new tracks shall be laid with the best materials and in the most approved modern manner.

Spacing Tracks.

In laying or relaying rails in any of the streets included in the accompanying ordinance upon which more than one track is located the distance between centers of tracks may remain as at present, but in order to accommodate large, modern cars, and provide for their safe passage, this distance may be at least nine (9) feet eight and one-half (8½) inches between center lines of tracks. The tracks at curves wherever practicable shall be laid to such center as to enable cars to pass with suitable and safe clearance. The exact location of tracks in the streets shall be subject to the approval of the Commissioner of Public Works.

Rails.

All new track construction hereafter laid in streets or public ways shall be laid with modern improved rails of the grooved type, weighing not less than one

hundred and twenty-nine (129) pounds per yard, which shall in all respects conform to the specifications for grooved rails as contained in Section 1944 of the Revised Municipal Code of Chicago, as amended by ordinance of the City Council passed October 8th, 1906; **provided, that all rail used in the tunnels and on their approaches, and in the subways and on their approaches may be "T" rail weighing not less than eighty (80) pounds per yard.**

Joints.

All rail joints shall be either cast-welded, electrically welded, or of a type which will give an equally smooth and even joint, except that the joint used must be one which will provide a carrying capacity for the electric current equivalent to the carrying capacity of the rail.

Track Substructure.

The rails shall be laid upon concrete beams, wooden ties, steel ties or cast-iron chairs or in some other form of first-class modern approved street railway track construction. The foundation shall be either of concrete, crushed stone or other ballast material which in the judgment of the Board of Supervising Engineers shall best suit the conditions of soil and drainage. Said foundation to be brought to the proper height to serve as a suitable foundation for the pavement.

Bonding.

In case the rails are joined by any other form of joint than a cast-welded or electrically-welded joint, there shall be some form of bond used which will connect the ends of the rails in such manner that the conductivity of the joints shall be equivalent to the carrying capacity of the rail. The rails of each single track and the inside rails of the double track of all tracks shall be connected by cross-bonds of No. 2/0 (B. & S. Gauge) copper wire spaced not more than one thousand (1000) feet apart, and properly secured to the rails in such manner that the full conducting effect of the wire may be utilized. The rails shall be so bonded or joined and such return circuits and other necessary devices installed as to prevent damage from electrolysis as effectually as possible.

Special Work.

At all points of intersection of the tracks of the Company with its own tracks or with the tracks of other companies, there shall be provided suitable steel special work of ample strength and weight to correspond with the structure to which it connects. The frogs, switches and mates shall be provided with wearing plates of hardened steel. All special work and curves shall be laid in the same general manner required for straight-line track.

Poles and Wires.

All new overhead construction shall consist of one (1) trolley wire suspended over each track by span wires attached to poles set at the curb-line or suspended from brackets attached to poles.

The design of poles hereafter erected shall be subject to approval of the Board of Engineers, and shall be of iron or steel, weighing approximately nine hundred (900) pounds each, set in concrete and kept thoroughly painted. They shall be spaced on an average of from one hundred (100) to one hundred fifteen (115) feet apart for straight track, except at street intersections, and so as not to

obstruct cross streets, alleys, or private driveways. The location of poles shall be subject to the approval of the Commissioner of Public Works.

All material used in the overhead construction shall be of the most modern type and shall be capable of sustaining all the weights and strains that come upon it under normal conditions of operation and from wind, sleet and ordinary accidents

The trolley wire shall be not less than No. 2/0 (B. & S. Gauge) hard-drawn copper, unless the Board of Supervising Engineers shall approve other sizes for specific cases. Phosphor bronze, silicon bronze or other material equal in strength may also be used. Trolley wires shall be suspended not less than eighteen and one-half (18½) feet above the rails, except when such wires are suspended under viaducts, bridges and other structures. There shall be at least two (2) insulations between the trolley wire and the supporting pole. Span wires shall be galvanized iron or steel or silicon bronze.

Feeders and Transmission Wires.

All feeder and transmission wires within that portion of the City bounded as follows: beginning on Halsted street at the south branch of the Chicago river, thence north on the west side of Halsted street to 22d street; west on the south side of 22d street to Western avenue; north on the west side of Western avenue to Belmont avenue; east on the north side of Belmont avenue to Southport avenue; north on the west side of Southport avenue to Clark street; north on the west side of Clark street to Lawrence avenue; east on the north side of Lawrence avenue to Lake Michigan; south along the shore of Lake Michigan to the Chicago river; thence west and south along the main channel and the South Branch of the Chicago river to the point of beginning, with such territory *in the south division of said city* as is occupied by the tracks of the Company, shall be laid underground. To this end, authority is hereby conferred upon the Company to enter upon, excavate for, and construct a system of conduits in the streets, alleys, and other public ways of the City of sufficient capacity to carry its said wires. All feeder wires in any other territory shall be similarly placed underground whenever the City shall require all other overhead public service wires (except trolley wires) in such territory to be placed underground. All transmission wires used by the Company within the City limits, carrying a pressure of 1,000 volts or more shall be placed underground.

Feeder and transmission wires, not required to be placed underground, shall be suspended by insulators upon said poles supporting said trolley wires or upon poles placed at the side of streets, alleys or other public ways in locations to be approved by the Commissioner of Public Works. These wires and poles shall be so situated that the Company may conveniently make all the connections authorized by said ordinance and the exhibits thereto. The said trolley wires, feeder wires and all other wires authorized by said ordinance to be installed by the Company, where located in streets, alleys, or other public or private ways in, along or across which are located railroads elevated above the surface of the streets, may be strung upon or from the structures of such railroads, with the consent of the company owning or operating the same. Said wires shall be attached to said structures and maintained under the supervision of the City Electrician.

Conduits.

Underground conduits to carry any of the wires authorized by said ordinance, to be installed by the Company, shall not exceed four (4) feet in width and three

(3) feet in depth, and shall be of tile, cement, iron or other material impervious to moisture and not subject to decay. All transmission and feeder wires and cables laid under ground shall be covered with lead or other impervious material. Before any cable containing such wires shall be put in use it shall be tested by an alternating current of twice the working voltage of the cable. All forms of cable used by the Company containing more than one conductor shall be tested in like manner.

City Conduits.

If at any time the City shall desire to place conduits and manholes in streets or public ways wherein the Company is then about to place conduits and manholes, a single trench may be used for both conduits, but the manholes of the Company shall be kept separate and distinct from those of the City. The expense in such case shall be divided between the Company and the City according to the space used by each therein.

Conductors.

All wires and conductors for the transmission of electricity in and along any street, alley or public way (whether under or above ground) shall be installed in a substantial and workmanlike manner, so as to interfere as little as possible with the other uses of said public places; and all electric work of every kind and character shall comply strictly with the ordinances of the City applicable thereto.

Maintenance of Streets.

The Company, as respects filling, grading, paving, keeping in repair, sweeping, sprinkling, keeping clean, or otherwise improving the streets or parts of streets occupied by its railway, shall fill, grade, pave, keep in repair, sweep, sprinkle, and keep clean and free from snow eight (8) feet in width of all streets and public ways, or portions thereof, occupied by it with a single track railway, and sixteen (16) feet in width of all streets and public ways, or portions thereof, occupied by it with a double track railway.

In removing snow the Company shall not deposit it upon the portions of the street or public way outside of the tracks, except temporarily; and in every case of such temporary deposit it shall be removed within a reasonable time, to be fixed by the Commissioner of Public Works.

Pavement.

The Company, upon the order of the Commissioner of Public Works, and approval of the Board of Supervising Engineers, shall pave, repave, or repair the portions of the streets and public ways which by this grant it is required to keep paved and in repair, whenever and as often as the same shall reasonably require paving, repaving or repairing, and shall at all times keep the surface of all of its paving at least up to the top of the rail.

The pavement which the Company shall be required to lay down and keep in repair in the portion of any street or way which it is required herein to pave and keep in repair shall be of the following kinds, to-wit:

First. In all streets or ways in which the Company has in place, at the date of the passage of this ordinance, a good serviceable pavement, it shall repair and maintain the same while serviceable under the direction of the Commissioner of Public Works, as aforesaid.

Second. Whenever any existing pavement of the Company, in any paved street or way, can no longer be made serviceable by repair; and whenever the portions of any street or public way outside of the strip herein required to be paved by the

Company are newly paved or repaved, with asphalt, granite, brick, creosoted block, or other similar material, as aforesaid, and the pavement of the Company therein does not comply with the following specifications; and whenever the Company relays its rails in any such paved street or public way in which its pavement does not comply with the following specifications, then, and in any of such events, the Company shall pave or repave the portion of any such street or public way, which it is herein required to keep paved, with granite paving blocks having a uniform grain and texture, without lamination or stratification, and free from an excess of mica or feldspar. Said blocks shall measure from three and one-half (3½) to five and one-half (5½) inches in width, from seven (7) to eleven (11) inches in length (except that shorter stones may be used to break joints), and not less than five (5) inches in depth. They shall be so dressed as to have substantially rectangular plane surfaces, so that when in place the joints at the ends and sides shall average one-fourth (¼) inch in width. Soft or weather-worn stones, obtained from the surface of the quarry, and stones which wear to a polish under traffic shall not be used. All blocks shall be laid in uniform courses across the roadway; and the space between the blocks, when in place, shall in no case be less than one-eighth (⅛) of an inch nor more than three-eights (⅜) of an inch in width. Each course shall consist of blocks of the same width. They shall be so laid that all longitudinal joints shall be broken by a lap of approximately three inches. The spaces shall be immediately filled to within two (2) inches of the top of the blocks with dry gravel free from loam or dirt, and the blocks rammed to a true surface and firm bed with a seventy-five (75) pound rammer of approved shape. No cracked or chipped blocks shall remain in the pavement. After ramming, the spaces between the blocks shall be completely filled with a paving pitch made by the distillation of "straight run" coal tar and of such quality and consistency as shall be approved by the Commissioner of Public Works. The pitch shall be used at a temperature of not less than two hundred and eighty (280) degrees Fahrenheit and be spread in such quantity as to apply two (2) gallons to each square yard of pavement. The spreading shall be done in sections if the Commissioner of Public Works so directs. Provided, that, in any ordinance providing for the paving of such streets the Company may be required to pave in like manner and with like material as therein specified for other contiguous portions of said streets, except that when asphalt is used a layer of granite blocks shall be put in next to and on both sides of each rail.

Third. Whenever any existing pavement of the Company, in any unpaved street, or public way, can no longer be made serviceable by repairs; and whenever the Company lays down any track or tracks in any unpaved street or public way, then, and in either of such events, the Company shall pave or repave the portions of any such street or public way, which it is required to keep paved or repaved, as aforesaid, with good serviceable granite blocks.

Fourth. In each case whereby said Exhibit A attached to this ordinance the Company is authorized and required to change a single track to a double track, in any street or part of a street, if the roadway therein be not at least thirty-eight (38) feet in width, the Company shall, at its own cost (such cost to be charged to capital account) widen said roadway to said width, and shall rebuild the catchbasins and their connections and curb and pave said street, as may be required by the City Council; provided, that the Company shall not hereby be required to pave, in addition to the part of the street occupied by its double-track street railway, as provided for in this ordinance, more than eight (8) feet in

width of such roadway nor to acquire private property in order to secure the necessary width for such roadway.

Power Houses, Buildings.

The Company shall build such power houses and auxiliary buildings, together with the necessary machinery and appurtenances as may be determined upon by said Company with the approval of the Board of Supervising Engineers to supply whatever electric power may be required (in addition to such power as the Company may acquire by lease or contract with such approval from sources other than its own plants) to enable the Company to operate at all times its street railway system efficiently and continuously.

In the construction of power plants, sub-stations and other buildings, the Company shall comply with all general ordinances of the City in regard to buildings and to the installation of machinery, boilers and smoke-consuming appliances. The buildings of said power plants shall be substantially fireproof and supplied with smoke-stacks sufficient to carry off all gases emitted, and the foundations for the machinery therein shall be constructed in a solid and substantial manner.

The machinery and apparatus employed shall be selected and installed with a view of affording uninterrupted operation of the cars upon said railways, and to attain this end the machinery shall be so arranged that a stoppage of one machine shall not prevent the operation of the remaining machines, and reserve machinery shall always be ready to be thrown into service. All boilers, piping, valves, fittings, steam engines, turbines, generators, switchboard apparatus, and other appliances used, shall be of the latest and most approved design and constructed and installed in accordance with the best engineering practice.

In all dynamos and connections where a high voltage current is produced or used approved methods for the protection of human life shall be employed.

The high tension switches shall be entirely enclosed in fireproof material, and shall be operated by levers, compressed air, auxiliary currents, or by such other means as will, as far as practicable, prevent personal contact with high tension current.

All feeders leading out of power plants and sub-stations shall be provided with some form of safety switches or automatic circuit-breakers designed to instantaneously open the circuit in case of a short circuit occurring on the feeder or on the trolley which it feeds.

All the foregoing specifications regarding modern and approved apparatus, protection from fire, and provisions for the protection of human life, shall apply with equal force to the sub-stations in case a system of transmission involving the use of sub-stations is adopted.

In case it is found desirable to secure power from any other source than the Company's own power plant no contract for supplying such power shall be entered into by the Company without the consent of the Board of Supervising Engineers.

Car Shops and Machinery.

It is contemplated that the present car shops and machinery contained therein will remain as at present installed with such additions thereto as may be necessary and located as follows:

Complete plant east of West 40th avenue, extending from Washington boulevard to the Chicago & Northwestern Railroad.

Cars.

All new cars hereafter put in service shall be of the type known as double truck cars, seating from 40 to 50 passengers; and in construction, design and equipment shall conform strictly to all the provisions of Section 10 of the ordinance.

The Company may retain in operation on said streets until the Board of Supervising Engineers otherwise directs, 486 closed and 564 open cars of the present single truck cars now in service, it being understood that these cars shall be selected from the best cars now in service and shall conform in every respect to all general ordinances of the City regulating such cars.

All the above cars shall be equipped with sufficient motor capacity to properly operate the cars at the schedule speed required by the service over the particular lines that they may be operated upon.

Electric or hot water heaters or heaters of other types approved by the Board of Supervising Engineers, of sufficient capacity to heat the above cars as stipulated in the accompanying ordinance, shall be used.

Every passenger car used by said Company which is not now equipped with a power brake shall, on or before nine (9) months after the passage of this ordinance, be equipped with a power brake of a type approved by the Board of Supervising Engineers.

Every passenger car used by said Company which is not now vestibuled shall, on or before nine (9) months after the passage of this ordinance, be vestibuled in such manner as may be approved by the Board of Supervising Engineers.

Rolling Stock.

The Company shall provide all necessary snow-plows, sweepers, repair cars, work cars, etc., to properly take care of its system and maintain it in first class working condition.

EXHIBIT C.

Through Routes.

ROUTE NO. 1:

Beginning at Indiana avenue and 51st street: north on Indiana avenue to 18th street; west on 18th street to Wabash avenue; north on Wabash avenue to Lake street; west on Lake street to State street; north on State street to Division street; west on Division street to Clark street; north on Clark street to Evanston avenue; north on Evanston avenue to Devon avenue; west on Devon avenue to Clark street; returning by the same route.

ROUTE NO. 2:

Beginning at Halsted street and 79th street; east on 79th street to Vincennes road; north on Vincennes road to Wentworth avenue; north on Wentworth avenue to Archer avenue; east on Archer avenue to Clark street; north on Clark street to Division street; west on Division street to Clybourn avenue; north on Clybourn avenue to Belmont avenue; returning by the same route.

ROUTE NO. 3:

Beginning at Lake avenue and 55th street; west on 55th street to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Harrison street; west on Harrison street to Dearborn street; north on Dearborn street to Washington street;

west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Clark street; north on Clark street to Howard avenue; returning by the same route.

ROUTE NO. 4:

Beginning at 75th street on South Chicago avenue; north on South Chicago avenue to Cottage Grove avenue; north on Cottage Grove avenue to 22d street; west on 22d street to Wabash avenue; north on Wabash avenue to Washington street; west on Washington street to La Salle street; north on La Salle street to Illinois street; west on Illinois street to Wells street; north on Wells street to Chicago avenue; west on Chicago avenue to Larrabee street; north on Larrabee street to Lincoln avenue; north on Lincoln avenue to Bowmanville (Foster avenue); returning by the same route.

ROUTE NO. 5:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Van Buren street; west on Van Buren street to Kedzie avenue; returning by the same route.

ROUTE NO. 6:

Beginning at 77th street and Vincennes road; north on Vincennes road to State street; north on State street to Washington street; west on Washington street to Desplaines street; north on Desplaines street to Milwaukee avenue; north on Milwaukee avenue to Armitage avenue; west on Armitage avenue to 44th avenue; returning by the same route.

ROUTE NO. 7:

Beginning on State street at 39th street; north on State street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 8:

Beginning at Jackson Park avenue and 63d street; west on 63d street to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 9:

Beginning at 69th street and Ashland avenue; north on Ashland avenue to 12th street; west on 12th street to Paulina street; north on Paulina street to Lake street; east on Lake street to Ashland avenue; north on Ashland avenue to Clybourn place; east on Clybourn place to Southport avenue; north on Southport avenue to Clybourn avenue; returning by the same route.

ROUTE NO. 10:

Beginning at 71st street and Western avenue; north on Western avenue to Belmont avenue; returning by the same route.

ROUTE NO. 11:

Beginning at North avenue and Clark street; south on Clark street to Madison street; west on Madison street to Ogden avenue; southwest on Ogden avenue to 40th avenue; returning by the same route.

ROUTE NO. 12:

Beginning at Clark street and North avenue; west on North avenue to Wells street; south on Wells street and Fifth avenue to Adams street; west

on Adams street to Clinton street; south on Clinton street to Harrison street; west on Harrison street to the intersection of Halsted street and Blue Island avenue; southwest on Blue Island avenue to Western avenue; returning by the same route.

ROUTE NO. 13:

Beginning at 48th avenue and Archer avenue; northeast on Archer avenue to Halsted street; north on Halsted street to Evanston avenue; north on Evanston avenue to Graceland avenue; returning by the same route.

ROUTE NO. 14:

Beginning at 46th avenue **(48th avenue when the steam railroad tracks on 46th avenue are elevated)** and 12th street, east on 12th street to Ogden avenue; northeast on Ogden avenue to Randolph street; east on Randolph street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 15:

Beginning on 21st street at Douglas Park; east on 21st street to Halsted street; north on Halsted street to Canalport avenue; northeast on Canalport avenue to Canal street; north on Canal street to Polk street; east on Polk street to Fifth avenue; north on Fifth avenue and Wells street to Clark street; north on Clark street to Diversey boulevard; returning by the same route.

ROUTE NO. 16:

Beginning at State and 39th streets; thence north on State street to Lake street; west on Lake street to Austin avenue; returning by the same route.

ROUTE NO. 17:

Beginning at 63d street on Kedzie avenue; north on Kedzie avenue to Chicago avenue; east on Chicago avenue to California avenue; north on California avenue to Belmont avenue; returning by the same route.

ROUTE NO. 18:

Beginning on Evanston avenue at Graceland avenue; south on Evanston avenue and Halsted street to Madison street; west on Madison street to 60th avenue; returning by the same route.

ROUTE NO. 19:

Beginning on Chicago avenue at 60th avenue; east on Chicago avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to State street; south on State street to 63d street; returning by the same route.

ROUTE NO. 20:

Beginning on Madison street at 60th avenue; east on Madison street to and around the State street loop; returning by the same route.

ROUTE NO. 21:

Beginning on North avenue at 48th avenue; east on North avenue to Milwaukee avenue; south on Milwaukee avenue to Lake street; east on Lake street to and around the State street loop; returning by the same route.

EXHIBIT D.

THIS AGREEMENT, Made this.....day of....., A. D, 1907, by and between the.....Trust Company, a corporation duly organized and existing under and pursuant to the laws of Illinois, hereinafter called the "Trustee," party of the first part, the Chicago Railways Company, also a corporation duly organized and existing under and pursuant to the laws of Illinois, hereinafter called the "Railways Company," party of the second part, and the several persons, firms and corporations owning or controlling certificates of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, who may become parties hereto by depositing their certificates of stock and receiving certificates of deposit therefor, as herein provided, hereinafter called the "Depositors," parties of the third part.

By an ordinance of the City Council of the City of Chicago, passed on the .....day of....., A. D. 1907, entitled "An Ordinance authorizing the Chicago Railways Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago," it was, among other things, provided that no right, permission or authority should thereby vest in the Railways Company, and the Railways Company should not have the right to accept said ordinance, unless at the time of such acceptance there should have been deposited with the Trustee under an agreement substantially in the form of this agreement certificates of stock duly endorsed in blank for transfer, representing not less than certain specified amounts of the capital stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, with reservation of the right to the City to modify the aforesaid provisions and conditions so as to reduce the proportion of stock of each or all of said Companies to be so deposited to such amount as to the said City should seem proper.

The Depositors, in order to enable the Railways Company to accept said ordinance, have severally deposited their certificates of stock hereunder, upon the trusts and under the conditions and stipulations of this agreement hereinafter contained as follows:

First: This agreement shall be signed by the Trustee and the Railways Company and deposited with the Trustee at its office in the City of Chicago, Illinois. Holders of stock of the Chicago West Division Railway Company, the North Chicago City Railway Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, may become parties hereto by depositing the certificates for their stock with the Trustee, duly endorsed in blank for transfer. Each of the Depositors shall thereafter, upon demand of the Trustee, execute or procure such further transfers, assignments, powers of attorney and proxies in respect of the stock so deposited as the Trustee may deem necessary or proper. Each of the Depositors shall be entitled to receive from the Trustee a certificate in form substantially as follows:

The.....Trust Company, as Trustee under the Agreement hereinafter referred to, hereby certifies that..... .....has delivered to said Trustee certificates duly endorsed in blank for transfer for.....shares of the .....stock of the.....

Company, in acceptance of a certain Agreement, dated..... .....A. D. 1907, between the Chicago Railways Company, the Depositing Stockholders of said..... Company, and other depositors, and said.....Trust Company, as Trustee, to be held and disposed of as in said Agreement provided and the registered holder, at the time, of this certificate will be entitled, upon receipt thereof by said Trustee and upon surrender hereof and upon compliance by him with the terms and conditions of said allotment, to the securities or other proceeds allotted in respect of said deposited shares under such Plan of Reorganization as may be finally approved in accordance with the provisions of said Agreement. On the conditions in said Agreement specified, said deposited certificates first above mentioned shall be returned to said registered holder upon surrender hereof. This certificate is transferable but only on the books of the Trustee and subject to the terms of said Agreement in that behalf; and the Trustee and all other persons interested in or under said Agreement shall be entitled to treat the registered holder as the absolute owner and beneficiary for all purposes.

This.....day of....., A. D. 1907.

.....Trust Company,
Trustee,
By.....

Each such certificate shall be transferable only on the books of the Trustee by the registered holder thereof in person or by attorney upon surrender of such certificate, duly endorsed or assigned. Each such transfer shall entitle the transferee to all the rights, powers and advantages represented by such certificate of deposit, but no such transfer shall relieve the party making such transfer from any obligation herein expressed.

Second: If, prior to the last day allowed for acceptance of said ordinance by the Railways Company, under the terms of said ordinance or any ordinance amendatory thereof or supplemental thereto, there shall not have been deposited hereunder with the Trustee certificates of stock of said several Companies in the amounts which may be necessary to enable said Railways Company to accept said ordinance, or if said Company shall for any reason fail to accept said ordinance, then the Trustee shall return the stocks deposited hereunder to the holders of the respective certificates of deposit therefor upon surrender of such certificates, duly endorsed or assigned.

Third: In the event that the Railways Company shall accept said ordinance and a plan of reorganization or readjustment shall be approved as in said ordinance and in this agreement provided, then and in that event the Trustee or the Railways Company with the approval of the Trustee, is hereby authorized to enter into any contract or contracts, or to take any action not inconsistent with the provisions of said ordinance or of this agreement for the disposition of all or any part of the beneficial interest appertaining to said shares of stock deposited hereunder which shall or may be necessary to carry into effect the terms of such plan of reorganization and readjustment, provided the Trustee shall receive the stocks, securities or other benefits allotted under such plan in respect of the stocks deposited hereunder for delivery to the holders of certificates of deposit representing such last named stocks, upon performance of the conditions, if any, attached to such delivery by the terms

of said plan of reorganization or readjustment, but only in case the said plan shall conform to the conditions and requirements in this agreement set forth.

Fourth: No plan or any modification thereof shall be operative, unless and until the allotment of securities of the Railways Company, or other benefits, to the depositors, as well as any other provisions of said plan (or modification thereof) affecting said depositors shall be approved by Peter S. Grosscup, and by John C. Gray, as being based on the legal rights of said depositors as of the date of the passage of said ordinance under the respective leases to and from said Companies and as being fair and just to each class of depositors relatively to the treatment accorded to every other class of stocks, securities and evidences of indebtedness; and in determining said questions no discrimination against any of said stocks shall be made because of the passage of this ordinance or the deposit of said stocks hereunder, or because of any proceedings heretofore or hereafter taken in the Circuit Court of the United States for the Northern District of Illinois under the amended and supplemental bills filed by the Guaranty Trust Company of New York in said Circuit Court in the three cases of said Guaranty Trust Company of New York vs. the North Chicago Street Railroad Company and the West Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, the said amended and supplemental bills against the North Chicago Street Railroad Company and the West Chicago Street Railroad Company, respectively, having been filed on July 23, 1906, and against the Chicago Union Traction Company on June 30, 1906, or because of the pleadings filed therein in response or pursuant thereto, or because of any action of the Directors of any of the Companies named in this agreement in authorizing or purporting to authorize the filing of such pleadings, or because of any action hereafter taken by any of the Boards of Directors of any of said Companies. Any plan approved in accordance with this agreement shall contain a provision for paying out of the securities and benefits set apart for the stock of said Chicago West Division Railway Company and North Chicago City Railway Company such allowance for expenses and attorneys' fees of depositing stockholders of said companies last named, respectively, as to the said John C. Gray shall seem reasonable and proper. In case of a disagreement between said Peter S. Grosscup and said John C. Gray as to said plan, or any part thereof, then the said Peter S. Grosscup and John C. Gray shall submit the question in disagreement to a third person to be selected by them. In case they fail to agree on such third person then such third person shall be selected by George W. Wickersham and Edward B. Burling. The decision of such three persons, or a majority of them, as to such plan, or any part thereof, shall be final and binding upon all the parties. The fees and expenses of the said Gray and the said third person shall be fixed by the said Gray and shall be paid as one of the expenses of the reorganization.

In case no plan shall be approved as in this agreement provided, then upon the expiration of two hundred and ten days after the passage of said ordinance, the Trustee hereunder shall return the deposited stock of the Chicago West Division Railway Company and North Chicago City Railway Company, respectively, to the holders of certificates issued hereunder upon the surrender thereof properly endorsed. In case a plan shall be approved as in this agreement provided, the deposited stock of said Chicago West Division Railway Company and North Chicago City Railway Company shall nevertheless be returned to the holders of the certificates issued by the Trustee hereunder upon the surrender thereof properly endorsed, unless within a reasonable time (which time shall be fixed by said Gray) the holders of said certificates shall have received or shall have been given an opportunity of receiving the securities or other benfits allotted to them by said plan.

It is further expressly provided that, until holders of certificates representing stock of said two Companies last named shall have received or shall have been given the opportunity of receiving said securities or other benefits, allotted to them by said plan, the right is reserved to such holders to continue or to institute any legal proceedings (which they would have had if such stocks had not been so deposited) for the purpose of protecting or establishing any rights they may have to prevent any sale of the assets of said Companies or change in the legal relations existing between, on the one hand, either of the said two companies last named, and, on the other hand, any of the other Companies in this agreement named, or the City of Chicago, or for the purpose of protecting or establishing any other rights they may have, and until such stockholders shall have received or shall have been given the opportunity of receiving such securities or other benefits, the entire beneficial interest in the stock deposited hereunder of the said Chicago West Division Railway Company and of the North Chicago City Railway Company, including the right to dividends payable thereon, shall remain in the said respective registered holders of certificates representing such stock. And the said Trustee agrees that the certificates of stock of the said Chicago West Division Railway Company and North Chicago City Railway Company deposited hereunder shall remain in the respective names of the depositors of such certificates until that time.

Sixth: Said plan of reorganization and readjustment shall extend to the holders the opportunity mentioned in sub-paragraph (c) of Section 1 of said ordinance of making deposit under said plan of all the stock, bonds and evidences of indebtedness of the North Chicago City Railway Company, the Chicago West Division Railway Company, the Chicago Passenger Railway Company, the West Chicago Street Railroad Tunnel Company, the West Chicago Street Railroad Company, the North Chicago Street Railroad Company and the Chicago Union Traction Company, respectively, and shall determine the stocks, securities or other benefits to be allotted to the depositors of such bonds, stocks or evidences of indebtedness, respectively, and shall specify the conditions upon which the same are to be delivered, and shall make provision for the expenses and compensation of any receivers appointed of the property of any of said corporations and for the expenses of reorganization and readjustment; and shall make all said provisions to such extent and in such manner as may be deemed fair and just by those charged with the formation and approval of such plan, provided, that equal treatment be accorded to the holders of all stocks of the same class deposited hereunder and all bonds or evidences of indebtedness of the same rank and class, but the foregoing provision shall not be construed to prevent the requirement of a cash payment as a condition of deposit under said plan after such time as may be fixed in the plan or pursuant to its terms. Such plan shall also provide that all stocks or securities representing any interest in the funds described in subdivisions (1) and (2) of Section 20 of said ordinance which may be allotted in respect of the bonds, stocks or evidences of indebtedness of any of said corporations in this Article named, to the extent that such bonds, stocks or evidences of indebtedness shall not be deposited under the plan, shall nevertheless be delivered to the Trustee to be held in trust and to be applied by the Trustee under the direction of the Board of Directors of the Railways Company to perfect the title of said Railways Company to the system of street railways mentioned in and authorized by said ordinance and to remove therefrom liens and encumbrances, excepting such as are by said ordinance authorized to be created; and that such stocks, securities or other benefits shall be applied to no other purpose until such title be made complete and free from liens and encumbrances as aforesaid.

Seventh: In case the permission and authority granted to the Railways Com-

pany by said ordinance shall cease and determine by reason of the failure of the Railways Company to comply with any of the covenants or conditions of said ordinance, then (subject to the qualifications hereinafter stated) the said shares of stock deposited hereunder and all the beneficial interest appertaining to said stock shall pass to, vest in and become the property of, or be subject to the control and disposition of, the City of Chicago, or of such person or persons or corporation as said City shall by ordinance designate, and the Trustee shall deliver the certificates for said stock in its possession to or upon the order of said City; provided, however, that such title to the deposited stocks of the Chicago West Division Railway Company and of the North Chicago City Railway Company shall not pass or vest nor shall possession be so delivered unless the registered holders of the certificates issued by the Trustee hereunder representing such stocks shall have actually received or shall have been given an opportunity of receiving the securities or other benefits awarded to such holders by the plan of reorganization or any modification thereof, which may be finally approved as in Article fourth of this agreement provided; provided, further, that such title to the stocks deposited hereunder of Companies other than said Chicago West Division Railway Company and said North Chicago City Railway Company shall not so pass or vest, nor shall possession be so delivered of any of said certificates except in one or the other of the following events:

(1) In case a plan of reorganization and readjustment shall have been approved, as provided in said ordinance, and stocks or securities or other benefits shall have been delivered to the Trustee, pursuant to said plan, for distribution to the holders of certificates of deposit for such stock.

(2) In case the City of Chicago shall deliver to said Trustee an agreement in writing to the effect that the holders of certificates of deposit for such stock, issued under this agreement, shall share equally in all respects with the holders of outstanding non-deposited stock of said Companies, respectively, in any sum or value which the City, or any licensee of the City, may at any time allow or pay for the assets of said respective Companies.

Eighth: The benefits of this agreement shall be confined strictly to the parties hereto and to the City of Chicago and the same shall not be construed to create any trust or obligation to or in favor of any person or persons or corporation other than the City of Chicago, the Railways Company, the Trustee and the holders from time to time of certificates of deposit issued hereunder.

Ninth: The Railways Company agrees to accept said ordinance in case the amounts of stocks specified in said ordinance or such amounts as the City Council of the City of Chicago may specify shall be deposited hereunder; and it agrees that it will abide by any plan of reorganization approved as in this agreement provided, and will deliver its securities and take all steps and execute instruments and perform all acts which may be provided for by said plan or which to the Trustee may seem necessary or proper for the purpose of carrying out said plan.

Ald. Foreman moved that the City Clerk be authorized and instructed to print in pamphlet form copies of the foregoing ordinances in lots of five thousand, sufficient to meet the public demand.

The motion prevailed and it was so ordered.

UNANIMOUS CONSENT.

By unanimous consent Ald. Zimmer presented the following resolution:

WHEREAS, Ald. Joseph Z. Uhlir, a member of this body, has tonight, since this meeting was called to order, rereceived the sad news of the death of his beloved mother; be it

RESOLVED, That we, the members of the City Council of the City of Chicago, hereby extend to our fellow member, the said Joseph Z. Uhlir, our heartfelt sympathy for his irreparable loss in this his hour of greatest sorrow.

Which was adopted unanimously by a rising vote.

CITY CLERK.

The City Clerk presented a report of the following acceptances and bonds under ordinances filed in his office since the last regular meeting of the Council:

Acceptance L. S. & M. S. Ry. Co., ordinance of Oct. 8th, 1906, elevation, bond, University of Chicago, ordinance of Jan. 21, scale; acceptance and bond, Fred W. Wolf Co., ordinance of Jan. 15, iron pipes; acceptance and bond, Boston Store, ordinance of Jan. 21, scale; acceptance and bond, Swift & Company, ordinance of Jan. 15, switch track.

Which was placed on file.

ALSO,

The report of the Board of Trustees of the Police Pension Fund for the quarter ending January 31, 1907.

Which was placed on file.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

CITY COLLECTOR'S OFFICE,
February 11, 1907.

To the Hon. Edw. F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,
JOHN E. TRAEGER,
City Collector.

Star Lodge, O. K. O. J., No. 79, 444 West Taylor street.

Monticello Athletic Association, Spaulding and North avenues.

St. Casimir Society, 44th avenue and Thomas street.

Bohemian Painters' Union, No. 273, 612 West 18th street.

Neutral Beneveolent Association, 35th and Archer avenue.

Lodge Cech, No. 25, C. S. Y., 612 West 18th street.

Ct. Empire, No. 4022, I. O. F., 245 Clybourn avenue.

Sued Seiter Turn Gemeinde, 3145-7 State street.

St. Weneslaus Society, 431 North Western avenue.

Rheinischer Verein, North avenue and Halsted street.

Polish Sharpshooters' Society, 32-4 Emma street.

Bratnia Dlon Society, 32-4 Emma street.

Bratnia Dlon Society, 32-4 Emma street.

Belgium Social Branch, No. 3, 32-4 Emma street.

Bohemian Turners Cechie, 42-4 Emma street.

Lithuanian Alliance of America, 1858 West 48th street.

Gmina Polek Society, 876 Milwaukee avenue.

Slovak Assumption Church Societies, 605 25th street.

Benefit of Friens of Neponek, 590 West 18th street.

New Home Aid Society, 729 Allport street.

St. Stanislaus Kostka Society, 60 Augusta street.

St. Stephen's Society, 60 Augusta street.

Polish Ladies' Society, 1800 West 48th street.

Deucher Krueger Verein, 1800 West 48th street.

St. Stanislaw Kostiki, 4459 South Wood street.

St. Martins' Society, 3119 South Morgan street.

Society Trampi Vecchi, 162 North Clark street.

Society Kovona Poliski 14 Will street.

St. Cunegwida Court, No. 536, 501-03 West North avenue.

Spolek Kodetj Vaclava, 590 West 18th street.

Spolek Cyrila a Metlodeje, 590 West 18th street.

Honecki Podparujici Spolek Plzen, 590 West 18th street.

Geflatine Celentron, No. 75, 842 Courtland avenue.

Tabor Hunting Society, 13th street and 41st avenue.

Forbundet Gustaf II Adolph, 551 North Clark street.

Association Benefit Society, 842 Clybourn avenue.

Sokol Fuegner, 10654 Green Bay avenue.

Oesterreich Ungarishen Militar, North avenue and Larrabee street.

Danish Sister Society, 3700 Wentworth avenue.

Bakers Union, No. 62, 862-6 West Division street.

Hungarian Socialist Party, 68 East Fullerton street.

Douglas Gagensteiger Unter, Verein, 122 West Lake street.

Schwaben Verein, 257 North Clark street.

Garden City Lodge, D. of H., No. 34, 447 West Taylor street.

Sons of Malta, 1995 North Ashland avenue.

Schiller Court, No. 49, T. B. H., 1115 West 12th street.

The Original Sponge Club, 50 Throop street.

The Norwegian Glee Club, 876 North Artesian avenue.

Mercury Benevolent Association, 673 Larrabee street.

Geselschaft Ulk, 701 East Belmont avenue.

Social Turner Kranken Unt. Verein, 701 Eost Belmont avenue.

Gross Park Damen Verein, 701 East Belmont avenue.

Plattd. Gilde, No. 4, 876 Milwaukee avenue.

Butcher and Grocery Clerks' Association, 876 Milwaukee avenue.

Christopher Columbus Court, No. 223, 876 Milwaukee avenue.

Spolek Plzenskych Fesaku, 400 18th street.

North Chicago Council, No. 1629, R. A., 401 Webster avenue.

Court Eiche, No. 8, Forsters of America, 368 West 12th street.

Ponietewski Council, No. 240, T. B. H., 621 Blue Island avenue.

Pokrok Lodge, No. 1227, K. and L. of H., 629 Blus Island avenue.

Spolek Zobaci, 1116 South Kedzie avenue.

Plzensky Sokol, 823-5 Ashland avenue.

Wergeland Lodge, No. 24, R. H. K., 48th avenue and Indiana street.

Lincoln Court, No. 232, C. O. F., 401 Webster avenue.

Boot and Shoe Workers' Union, 324 Eost Division street.

North End Improvement Association, 1400 Clybourn avenue.

Einekeit Verein, No. 122, O. C. K., 1400 Clybourn avenue.

Swiss Women Society, 162 North Clark street.

East Side Athletic Association, 10459 Avenue M.

Sloca Society, 9601 Ewing avenue.

I. U. S. J. and C. of America, 9601 Ewing avenue.

Russian Brotherhood of St. Nicholas Society, 1110 North Robey street.

Belmont Lodge, No. 135, O. M. P., 1630 North Clark street.

Court Gage Park, No. 23, 54th street and Western avenue.

Symphonia Club, Milwaukee and Gresham avenues.

German Repulican Club of 32nd Ward, 6654 Halsted street.

Sokol Havlicek Turning Society, 1453 South Trumbull avenue.

St. Nicholas Association, 402 Superior street.

Zencky Spol Alzbetsky Society, 3000 Union avenue.

Court Mayflower, 3000 Union avenue.

Ben Hur Society, 3000 Union avenue.

St. Stanislaus Society, 3310 South Morgan street.

Tow Bratniej Pamocy, 147 West Chicago avenue.

New Chicago Club, North avenue and Halsted street.

Arcade Mutual Aid Society, 1645 35th street.

St. Andreas Maennerchor, 35th street and Archer avenue.

Companion Court, No. 58, North Chicago, Clybourn and North avenues.

Douglas Athletic Association, 1116 South Kedzie avenue.

Eureka Council, N. A. U., 245 Clybourn avenue.

Cedar Lake Council, No. 100, United Brothers' Society, 6058 Morgan street.

Tow. Zwiazek Polek Ameryici, No. 17, 861 Wolfram street.

Keystone Social Society, 251 West Chicago avenue.

Lodge Slovenga, 585 South Centre avenue.

St. Michael and Archangel Society, 585 South Centre avenue.

Society Ulabrand, California and Wabansia avenue.

Altdeutscher Unterst. Verein, Division street and Ashland avenue.

Spolek Sv Frantiska, No. 206, 22nd and Troy streets.

Polske Powstajuca, 1556 West 22nd street.

Polish Singing Society, 2503 Kensington avenue.

Harmony Benevolent Society, 2053 Kensington avenue.

Slovenska Kapela, 4759 Throop street.

Badger Social and Aid Society, 5324 South State street.

Turn Verein La Salle, 673 Larrabee street.

Stock in Eisen Society, Sedgwick street and North avenue.

Ceska Ragnecky Spolek, 48th street and Honore.

Oldenburger Unterhaltung Verein, 574 Armitage avenue.

American Benevolent Society, 4300 South State street.

Oldenburger Unterhaltung Verein, 574 Armitage avenue.

American Benevolent Society, 4300 State street.

St. Leon Society, 494 Noble street.

Kosciusko Monument Association, Noble and Emma streets.

St. Ignacius Society, 494 Noble street.

Royal Athletic Society, 494 Noble street.

St. Lawrence Young Men's Society, 3143 State street.

Augusta Lodge, No. 80, D. O. H., 3700 Wentworth avenue.

German Austrian Society, 235 Milwaukee avenue.

Bohemian American Foresters, 11522 Front street.

St. Cornelius Court, No. 58, C. O. F., 257 North Clark street.

Live Stock Camp Aid Society Modern Woodmen, 3143 State street.

Plattdeutsche Gilde, No 21, Lincoln avenue and Roscoe boulevard.

Pope Leo XIII., 876 Milwaukee avenue.

Luxemberger Brotherhood, No. 3, 3101 Evanston avenue.

Society Urad, 901 North Washtenaw avenue.

Society Nordlundengen, 901 North Washtenaw avenue.

Rovnost Benefit Association, 48th and Honore streets.

Augusta Stamm, No. 22, of Rathmanner, 519 Larrabee street.

Singing Society Fidelia, Diversey and Sheffield avenue.

Jeffersonian Club of Lake View, 1357 Diversey boulevard.

Cech. Tribe of Ben Hur, 106-108 DeKoven street.

Slov. Evang. Jednota, 99 West 18th street.

Kelvyn Court, No. 805 C. O. F., North avenue and 40th avenue.

North West Benefit Society, Ashland and Division street.

Central Polish Ladies' Alliance, 825 South Ashland avenue.

Spolek Ceskych Rezmiku, 590 West 18th street.

Sinew Benevolent Association, 27 North Clark street.

Holy Trinity Court, No. 98, 1115 West 12th street.

St. Ludwig Joeger Court, C. O. F., 53rd and Ashland avenue.

Monon Musical Society, 456-8 31st street.

Turn Verein Freiheit, 3421 South Halsted street.

St. Anton Benefit Society, 3421 South Halsted street.

Amalgamated Association of Street and Elevated Employes, Wabash avenue and Peck court.

Rad Horimer, No. 33, C. S. B. P. J., 2035 47th street.

Hungarian Catholic Sick Benefit Society, 1485 93rd street.

Fourteen Holy Martyrs' Court, No. 625, C. O. F., 6901 Ashland avenue.

Reliance Athletic and Aid Association, 262 Blue Island avenue.

Fortschritt Lodge, No. 10, 939 North Robey street.

Modern Woodmen of America (Polk Camp), 2988 Archer avenue.

Echo Singing Society, 588-92 West 18th street.

Metal Polishers' and Buffers' Union, No. 175, 75th street and Dobson avenue.

Firenzi Society, 257 North Clark street.

Schiller conclave, No. 705, Western avenue and 12th street.

Manheim Lodge, No. 2, I. O. S., 501 West North avenue.

St. Florian Society, 876 Milwaukee avenue.

St. Anny Society, 494 Noble street.

Schopen Society, 494 Noble street.

Society Gmina Polska, No. 1, 876 Milwaukee avenue.

St. Teresy Society, 494 Noble street.

Sprinkler Fitters' Protective Association, 162 North Clark street.

Deutschen Verein Prinz Heinrich, No. 1, North avenue and Larrabee street.

Prvy Slovensky Sokol, 220 West 12th street.

Society Oliveto Pitro Principe, 220 West 12th street.

Liedertafel Freiheit, Larrabee and Wisconsin streets.

Lodge St. Vita, 1335 South 40th court.

Badischen Unterstitzen Verein, 3143 State street.

Triton Society, 1116 Kedzie avenue.

Nuova Lega Dei Trempi, 257 North Clark street.

Liedertafel Voerwarts, North avenue and Halsted street.

Thor Athletic Club, 862-6 West Division street.

Englewood Turen Verein, 1148 West 63rd street.

Morgan Athletic Club, 15th street and Wabash avenue.

Dr. Hirschel's Ladies' Aid Society, 686 West Taylor street.

Court Welfare, No. 345, I. O. O. F., 37th street and Wentworth avenue.

CITY COMPTROLLER.

The Clerk presented a communication from the City Comptroller transmitting duplicate payrolls for the month ending December 31, 1906,

Which was placed on file.

CITY PHYSICIAN.

The Clerk presented a report from the City Physician for the month ending January 31, 1907,

Which was placed on file.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented a communication from the Department of Public Works transmitting a petition of property owners for a street railway in 25th street, from Leavitt street to Irving avenue (referred to the Department for verification on January 28, 1907), together with a report thereon, which was

Referred to the Committee on Local Transportation.

CORPORATION COUNSEL.

The Clerk presented the following communication from the Corporation Counsel, which was ordered published and placed on file:

OFFICE OF THE CORPORATION COUNSEL,
February 8, 1907.

To the Honorable, the City Council:

GENTLEMEN—I beg to acknowledge the resolution of inquiry introduced by the honorable member from the Seventh Ward, Alderman Snow.

The resolution reached me at so late a date, in view of my absence before the Supreme Court at Springfield, that I was unable to get the details in time to report the same for the next meeting after the date of the passage of the ordinance.

I beg at this time to report that I have requested each department having knowledge of, or supervision of, or the records of the matters requested, to prepare the same in full at the earliest immediate opportunity and place the same on my desk, to be supplemented by such report from me as called for by the resolution. Upon receipt of the same a full report will be made to your Honorable Body, as requested by the resolution, in detail, and in compliance with the several queries therein contained.

I have the honor to be,

Very obediently,

J. HAMILTON LEWIS,
Corporation Counsel.

ALSO,

The following communication:

OFFICE OF THE CORPORATION COUNSEL,
February 11, 1907.

To the Honorable, the City Council:

GENTLEMEN—Your Honorable Body was

pleased at its last meeting to call upon this department for a report on the case brought by the J. Burton Company against the City to restrain the City from interfering with the company in its possession of a certain alley, and for a report upon the advisability of an appeal from a decree in that case.

After a careful examination of the record in the case we are of the opinion that the decree is wrong, and that it is quite probable that that decree will be reversed by the Appelate Court, and we have to advise you that we intend to prosecute an appeal from that decree.

Respectfully submitted,

WM. D. BARGE,

Assistant Corporation Counsel.

Ald. Scully moved that the Corporation Counsel be instructed to appeal from the decision of the Circuit Court in the J. Burton Company case, in accordance wth the foregoing communication:

The motion prevailed.

BOARD OF EDUCATION.

The Clerk presented the following requests from the Board of Education: to rescind action of July 10, 1905, for an addition to Jungman school; to rescind action of April 7, 1906, for property, corner West 24th street and South Spaulding avenue; and for additional appropriation for addition to Cornell school, which were

Referred to the Committee on Schools.

BOARD OF LOCAL IMPROVEMENTS.

The Clerk presented an ordinance from the Board of Local Improvements an ordinance establishing the grade of sundry streets.

Which was, by unanimous consent, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from the Commissioner of Public Works in regard to bids for construction of Section 3 of the Southwest Land Tunnel, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized and directed to enter into a contract without advertising, with the Jackson & Corbett Company for the construction of a fourteen foot tunnel in rock, including cribs and shafts as described as "Proposition Number 1" in the plans and specifications on file in his office for the construction of Section Three, Southwest Land and Lake Tunnel, at the following prices:

For tunnel in rock lined with cement

concrete, $79.00 per lineal foot of tunnel; $260 for each lineal foot in the earth in the shore shaft; $290 for each lineal foot in the rock in the shore shaft; $69.00 for each cubic yard of granite masonry in the intake crib; $80.00 per foot, board measure, for the pine or hemlock timber in the intake crib; $80.00 per foot, board measure, for the oak timber in the intake crib; $80.00 per foot, board measure, for the yellow pine timber for the intake crib; 6c per pound for the drift bolts for the intake crib; 8c per pound for machinery bolts and washers except those connected with trusses in the intake crib; 6c per pound for boat spikes in the intake crib; 8c per pound for steel trusses, bracing, tie rods and holding-down bolts in the intake crib; 5c per pound for the cast iron, exclusive of shafts, gates and gate mechanism in the intake crib; 9c per pound for steel shells, diaphrams, brackets, etc., in the intake crib; $11.00 per cord for each cord of 100 cubic feet of riprap; $9.00 per cubic yard for concrete in the intake crib; $150.00 for each lineal foot of cast iron shafts, including gate sections in the intake crib; $310.00 per lineal foot of brick or concrete lined shafts in earth in the intake tunnel; $325.00 per lineal foot of concrete lined shaft in rock in the intake tunnel; $10,800 for 12 gates with guides and hoisting gear complete and in place ready for use in the intake shafts; $155,000 for the intermediate crib and temporay working shaft including concrete and earth filling of shaft and removal of crib and portion of shaft above a level 27 feet below city datum.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of Edward H. Taylor, H. G. Eickstaedt, L. Lynch, John Edmunds, G. E. Goll, J. C. Denvir, L. Sargisson, Thomas S. Cousins, F. F. Kellogg & Co., James Maroney, Thomas Murnan, F. Walter and C. W. Rogers for refunds of 90% special assessments, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers in favor of the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment and duplicate special assessment receipts, because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund, upon identification and proper power of attorney from claimant.

Warrant		
2359	John A. Varty, receiver	$ 10.21
20001	H. G. Eickstaedt	11.00
30640	L. Lynch	16.42
21169	John Edmunds	18.77
19364	G. E. Goll	11.25
22477	J. C. Denvir	7.72
23111	L. Sargisson	13.68
23111	Margaret G. Garvey	13.68
25080	Thomas S. Cousins	13.46
25080	Thomas S. Cousins	38.78
17982	M. C. Hickey	25.20
20001	Mrs. Emma Stahle	11.00
20001	D. S. O'Connell	5.50

20001	C. M. Wagner	11.00
20001	Teresa Stahle	10.12
20630	B. Friend	129.40
20663	Walleck Brothers	5.50
21136	Mary A. Warbaugh	5.69
22125	Charles F. Mirath	12.29
23111	Emily Boyd Ziegler	13.68
23112	Pavlecek & Vessely	30.44
23112	J. J. Schesinger	29.31
24889	H. M. Dean, Ex	232.49
20566	James Maroney	45.64
21008	Thomas Murnan	14.25
21008	F. Walter	9.31
23235	C. W. Rogers	8.92

SECTION 2. This ordinance shall be in force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from City Engineer in Charge relating to purchase of pig lead for use in the Water Pipe Extension Division, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Business Agent be and he is hereby authorized to purchase from time to time, in quantities necessary for the carrying on of the work in the Water Pipe Extension Division, at the prevailing market price at the time of purchase, such pig lead as may be from time to time ordered upon requisitions for the use of the Water Pipe Extension Division, without advertising, in accordance with the request of the City Engineer in Charge, dated February 4th, 1907, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from the Commissioner of Public Works in regard to cancellation of over-payment items standing upon the books of the Bureau of Water, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to place to the credit of the Water Fund the amount of $62.51, being 280 over-payment certificates prior to 1905, ranging from one cent up to fifty cents, which have remained uncalled for, because of the small sum involved, after repeated notices to the parties making the over-payment. This action is taken upon the recommendation of the Commissioner of Public Works and the Superintendent of Water, under date of February 4th, 1907.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to cancel all over-payment items standing upon the books of the Bureau of Water, which items are five years old and over, as of January 1st, 1907, to-wit: 181 over-payments aggregating $307.04, 417 duplicate payments aggregating $2,062.44, and charge the same to the various accounts against which they stand in the various wards represented thereon, and crediting the same to the General Assessment Account (the Comptroller's Collection Account).

This order is made after repeated notices to the parties making the over-payments and duplicate payments, dating

back a period of five years and over, having been sent, and every effort made to adjust same by the usual methods prevalent in the Bureau; and this action is taken upon the recommendation of the Commissioner of Public Works and the Superintendent of the Bureau of Water, under date of February 4th, 1907, and submitted under date of Feb. 11, 1907.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Fiannce, to whom was referred purchase of sites for police and water departments, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to purchase the following described property, at the prices named: In addition to the site purchased at the northwest corner of California and Shakespeare avenues, for police station, the 17 feet north and adjoining the south 8,125 feet of lot 13, block 1 in Town of Schleswig in the east ½ of the northwest ¼ of Section 36-40-13, at a price not to exceed eleven hundred dollars ($1,100.00), in accordance with the recommendation of the General Superintendent of Police and Assistant General Superintendent of Police, dated January 28th, 1907, and attached hereto.

Lots 18, 19 and south 10 feet of lot 20 of Wellington's Sub-division of 1.8 acres in N. E. ¼ Section 9-38-14 lying east of railroad, and further known as numbers 4940-4942 and 4944 State street for site for police station at a price not to exceed five thousand dollars ($5,000.00), subject to the general taxes of 1906, in accordance wth the recommendation of the General Superintendent of Police, dated January 18, 1907, and the City Comptroller, dated December 27, 1906, attached hereto.

Lots 158 and 159 Rudolph's Sub-division of lots 4 and 5 Ogden's Sub-division of southwest ¼ Section 18-40-14 for water pipe extension yard at a price not to exceed twenty-eight hundred fifty dollars ($2,850.00), subject to general taxes of 1906 and special assessments for improvements made subesquent to December 27th, 1906, in accordance with the recommendation of the City Comptroller, dated December 28th, 1906, and the Commissioner of Public Works, dated December 27th, 1906, attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Felicio Dambrosio, for compensation for loss of an eye, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Felicio Dambrosio in the sum of three hundred dollars ($300.00), same to be in full of all claims of whatever kind or nature arisng from or growing out of an accident to said Felicio Dambrosio on May 19th, 1906, on Fullerton avenue near Racine avenue while in the employ of the Water Pipe Extension Department, and the Comptroller is ordered to pay the same from

the Water Fund, upon the signing of a proper waiver by said Felicio Dambrosio.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred calim of the Chicago City Railway Company for issuance of Water Pipe Certificate, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a certificate of deposit for laying water pipes to the Chicago City Railway Company for a deposit made on July 7th, 1896, for laying three hundred twenty-five feet (325) of 6-inch water pipe in Forty-ninth street, from Oakley avenue eastward, said certificate to contain the terms and conditons of certificates issued at that date for a like purpose, and not to be issued until the Chicago City Railway Company give a bond satisfactory to the Commissioner of Public Works in the sum of six hundred dollars ($600.00) to save the City harmless because of the issuance of said certificate.

This action is taken in accordance with the report of the Superintendent of Water Pipe Extension attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was refered claim of Miss Mary Allen for refund of water tax, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to refund to Miss Mary Allen the duplicate payment of water taxes paid on premises known as 520-524 North Asland avenue on duplicate receipts, upon the signing of the usual bonds and receipt required by the Water Department in similar cases.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the folfollowing report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Mrs. Margaret Knowles for wages of James Knowles, deceased, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the General Superintendent of Police be and he is hereby authorized and directed to issue a voucher in favor of Mrs. Margaret Knowles for fourteen days pay to James Knowles, patrolman, who died March 14, 1906, and the Comptroller is ordered to pay the same from the appropriations for the Police Department for the year 1907, when the same have been made.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in regard to overtime, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to make payments on payroll No. 98 Special, Intercepting Sewer Division for overtime for men wheeling coal on the nights of January 19 and 20 during heavy rain, and also one extra engineer on January 19, 1907, as follows:

John Barrett, coal passer	$4.19
Philip Dolan, coal passer	4.19
James Flynn, coal passer	4.19
Francis Hale, coal passer	4.19
Dennie Galvin, coal passer	4.19
John Kearnins	4.19
John Rapp, mechanical engineer	5.79

in accordance with the recommendation of the Commissioner of Public Works attached.

FRANK I. BENNETT,
Chairman.

The same committee, to whom was referred the claim of Eggleston, Mallette & Brownell for issuance of water certificate (adverse recommendation of the Commissioner of Public Works attached); K. A. Nickstedt for refund of meat market license; G. W. Balcom for refund on saloon license; M. Bielska refund on saloon license; C. C. Heisen, track elevation damages (adverse recommendation of the Corporation Counsel attached); James Flood, refund of special assessment (report of the Board of Local Improvements of payment in 1904 attached); Fred Gardzien, compensation for personal injuries and notice of suit to be started by Fred Gardzien, submitted a report recommending that the same be placed on file.

Ald. Bennett moved to concur in the report.

The motion prevailed.

LICENSE.

The Committee on License submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on License, to whom was refered petition and ordinance establishing a prohibition district, bounded by Leavitt street, Western avenue, Montrose avenue and a line 300 feet north of Sunnyside avenue, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

AN ORDINANCE

To prohibit the licensing of saloons and dram-shops within the district bounded by Leavitt street on the east, a line 300 feet North of Sunnyside avenue on the North, Western avenue on the West and Montrose avenue on the South in the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That hereafter no license shall be issued for the keeping of a saloon or dram-shop within that district of the City of Chicago described and bounded as follows:

Beginning at the center line of the intersection of Leavitt street and Montrose avenue, and running thence North to a point 300 feet North of Sunnyside avenue, thence west and parallel with Sunnyside avenue to the center line of Western avenue, thence south along

Western avenue to the center line of Montrose avenue, thence east to the place of beginning.

SECTION 2. The territory lying within the boundaries described in Section 1 hereof, shall be deemed and known as a prohibition district, within which it shall not be lawful for any license to be granted to keep a saloon or dram-shop.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval.

W. P. DUNN,
Chairman.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting permission to Chicago Dock and Canal Company to maintain switch track in Illinois street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority are hereby given to the Chicago Dock and Canal Company, its successors and assigns, to construct, maintain and use, for and during the period of ten years from and after the date of the passage of this ordinance, certain railroad tracks in Illinois street east of Seneca street, in the City of Chicago, colored red on the plat hereto attached, which is made a part of this ordinance; said tracks being an extension of tracks already laid by said grantee in said Illinois street.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3.—During the life of this ordinance, the grantee herein shall keep such portions of said street as are occupied by said switch tracks in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all appurtenances thereto, and shall forthwith restore said street occupied by said switch tracks, to a condition similar to the remaining portion of said street in the same block.

SECTION 4. The operation and maintenance of the switch tracks herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted, the said The Chicago Dock and Canal Company, shall pay to the City of Chicago, the sum of Four Hundred Sixty Dollars ($460.00) per annum in advance, and every year during the life of this ordinance, the first

payment to be made as the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges hereby granted shall terminate and this ordinance become null and void if the said Company or its assigns, fails to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said City by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and the filing of an acceptance by said grantee, and the filing of the bond herein provided for; provided, however, such acceptance and such bond shall be filed within thirty days after the passage of this ordinance.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting permission to Union Special Machine Company to erect bridge, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby granted to the Union Special Machine Company, its successors and assigns, to construct, maintain and use a bridge or covered passageway, across an 18-foot alley, connecting their building on Lots one, two, three and four (1, 2, 3, 4) in Block one (1), Butler, Wright and Webster's Addition in Section nine (9), Township thirty-nine (39), Range fourteen (14), and another building owned by them located on the East 20 feet of Lot twenty-five (25) and all of Lot twenty-six (26), in Block one (1), Butler, Wright and Webster's Addition 9, 39, 14, said bridge or covered passageway shall be constructed of incombustible material, and located in accordance with the plat hereto attached, which is made a part hereof, and to which express reference is hereby had, a copy of which said plat and also plans and specifications for the construction thereof, which shall first be approved by the Commissioner of Public Works and the Fire Marshal, shall at all times be kept on file in the office of the Commissioner of Public Works. The lowest portion of said bridge or covered passageway shall not be less than 28 feet above the grade of said alley, over

which said bridge or covered passageway shall cross, and said bridge or covered passageway shall not exceed 40 feet in height nor 7 feet in width. Said bridge or covered passageway shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and no permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway until plans and specifications shall first have been submitted to and approved by the said Commissioner of Public Works and Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. In consideration of the privileges herein granted, and as compensation therefor, said Union Special Machine Company, its successors or assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, or until such time as said bridge or covered passageway is removed, the sum of Twenty-six Dollars ($26.00) per year, payable in annual installments in advance; the first payment to be made on the date of the passage of this ordinance, and each succeeding payment annually thereafter, and it is expressly understood and agreed on if any default is made in the payment of any installment of said compensation the privileges hereby granted shall terminate.

SECTION 4. At the termination of the privileges hereby granted, by lapse of time or otherwise, said grantee, its successors or assigns, shall remove said bridge or covered passageway at its or their own expense, and without any cost or expense of any kind whatsoever to the City of Chicago; provided that in the event of a failure, neglect or refusal on the part of said grantee, its successors or assigns to remove said bridge or covered passageway, the City of Chicago may proceed to remove same and charge the expense thereof to said grantee, its successors or assigns.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said City from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform, all and singular, the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage; provided the said grantee files its written acceptance of this ordinance, together with the bond hereinabove provided for within thirty (30) days.

JOHN H. SULLIVAN,
Chairman.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following

report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, February 7, 1907,

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance turning over to control of South Park Commission parts of Calumet avenue and 35th street, having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That consent and authority be and they are hereby given and granted to the South Park Commissioners to select, take, regulate, improve and control the following portions of the following named streets situated in the South Division of the City of Chicago, to-wit:

Calumet avenue, from the South line of 33rd street boulevard to the South line of 35th street. Thirty-fifth street on the South side of the street from East line of Calumet avenue to the West line of Grand boulevard. Thirty-fifth street on the North side of the street from the West line of Calumet avenue to the West line of Grand boulevard, for park and boulevard purposes, and jurisdiction over said portions of said streets and avenues is hereby granted to said South Park Commissioners, provided, however, that nothing in this ordinance shall be construed as waiving or relinquishing any of the rights or powers of the City of Chicago in relation to laying water and gas mains and pipes, and building and repairing sewers and drains in said portions of said streets and avenues, and regulating the openings for the same; all powers which the City of Chicago now has, in relation to the laying, maintaining and controlling of water and gas mains and pipes, and sewers and drains and the openings for the same being hereby expressly reserved.

SECTION 2. Unless said South Park Commissioners shall within six (6) months from the passage of this ordinance, select and take said portions of said streets and avenues for the purposes aforesaid, this ordinance shall cease to be of any force or effect.

SECTION 3. This ordinance shall be in force from and after its passage.

ERNEST BIHL,
Chairman.

BUILDING DEPARTMENT.

The Committee on Building Department submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, February 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Sections 219, 220, 221 and 222 of the Revised Municipal Code of Chicago of 1905, in re Building Department, having had the same under advisement, beg leave to report and recommend the said ordinance be passed as amended:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 219 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"219. Duties—Bond). Said Deputy Commissioner shall pass upon all questions relating to the strength of all structural members of structures and buildings; shall pass upon the strength of footings, foundations, walls, piers, pilasters, arches, fireproofing, floors, and roofs of structures and buildings; shall examine and approve the different methods of smokestack construction; shall examine and approve the different methods of re-inforced concrete construction which shall require a specification of mixture and formula

for figuring the carrying capacity of said concrete construction; shall examine and approve all plans and specifications before a building permit is issued for a structure, smokestack, or building; shall, when required, pass upon the strength of structures and buildings; and shall perform such other duties as may be required by the Commissioner of Buildings.

"He shall, before entering upon the duties of his office, execute a bond to the City in the sum of ten thousand dollars, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office."

SECTION 2. That Section 220 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"220. Assistant Deputy Commissioner of Buildings—Bond). There is hereby created the office of Assistant Deputy Commissioner of Buildings. He shall be appointed by the Commissioner of Buildings according to law. Whenever the Commissioner of Buildings shall make requisition upon the Civil Service Commission of the City for a person to fill the office of Assistant Deputy Commissioner of Buildings, he shall notify the Civil Service Commission that the person certified to fill said office should be a competent civil engineer, architect or builder.

"The Assistant Deputy Commissioner of Buildings shall, under the direction of the Commissioner of Buildings, assist and aid the Commissioner of Buildings in the performance of his duties.

"He shall act as Commissioner of Buildings in the absence of the Commissioner of Buildings from his office, and while so acting shall discharge all duties and possess all the powers invested in or imposed upon the Commissioner of Buildings.

"The Assistant Deputy Commissioner of Buildings, before entering upon the duties of his office, shall execute a bond to the City in the sum of ten thousand ($10,000) dollars, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office."

SECTION 3. That Section 221 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"221. Secretary—Duties.) The Commissioner of Buildings shall appoint a secretary, according to law, whose duty it shall be to preserve and keep, under the supervision and direction of the Commissioner of Buildings, all books and records and papers belonging to said office or which are required by law to be filed therein. The Secretary shall deliver to the City Council and to the respective departments all communications from said Commissioner, in writing, and perform such services as may be required by the said Commissioner of Buildings."

SECTION 4. That Section 222 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended to read as follows:

"222. Chief Building Inspector—Bond). There is hereby created the office of Chief Building Inspector. He shall be appointed by the Commissioner of Buildings, according to law. Whenever the Commissioner of Buildings shall make requisition upon the Civil Service Commission of the City for a person to fill the office of Chief Building Inspector, he shall notify the Civil Service Commission that the person certified to fill said office should be a competent civil engineer, architect, or builder.

"The Chief Building Inspector shall, under the supervision of the Commissioner of Buildings, supervise and have charge of the various inspectors employed in the Department of Buildings; shall receive, examine and file all re-

ports made by them, and shall, under the direction and supervision of the Commissioner of Buildings, assign such inspectors the work they are to perform. He shall cause to be kept a record of all complaints of violations of the Building Ordinances, shall report same to the Commissioner of Buildings and shall cause all such complaints to be investigated, and shall perform such other duties as may be required by the Commissioner of Buildings.

"The Chief Building Inspector, before entering upon the duties of his office, shall execute a bond to the City in the sum of five thousand dollars, with such sureties as the City Council shall approve, conditioned for the faithful performance of the duties of his office."

SECTION 5. This ordinance shall take effect and be in force from and after its passage and publication according to law.

M. P. RILEY,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, February 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Building Department, to whom was referred a communication from the Commissioner of Health in re proposed amendment to Building Ordinance, and an ordinance amending Section 421 of the Revised Municipal Code of Chicago of 1905 in re alcove rooms, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 421 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"421. Alcove rooms must conform to all the requirements of other rooms, except that in one or two story existing buildings which it may be desired to raise or alter, every alcove shall be deemed a separate room for all purposes within the meaning of this ordinance except such an alcove, as adjoining another room, has at least twenty percentum of entire wall surface of alcove opening to another room."

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

M. P. RILEY,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, February 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Sections 637 and 639 of the Revised Municipal Code of Chicago of 1905 in re stationary windows, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. Section 401 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended to read:

"Stair Halls Enclosed in Masonry—Requirements and Exceptions). In every new non-fireproof tenement house all stair halls shall be enclosed on all sides, with the walls of solid masonry of the same dimensions and thickness as specified for enclosing walls. All

windows in such stair halls shall have metal frames and sashes, glazed, fire-resisting glass and such windows shall be stationary. This Section shall not apply to tenement houses which are not more than three (3) stories and basement high with only one apartment on each floor."

SECTION 2. Section 404 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended to read:

"Bay Windows—Vent Shafts—Openings). All bay windows and all shafts and courts, in masonry constructed new tenement houses, shall have the walls of the bay windows, shafts and courts built of brick or other fireproof construction throughout. This Section shall not apply to enclosures about elevators which are in common with a stairway surrounded and enclosed in masonry walls."

SECTION 3. Section 414 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby repealed in its entirety.

M. P. RILEY,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Riley, deferred and ordered published:

CHICAGO, February 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Building Department, to whom was referred an ordinance amending Section 730 and 731 of the Revised Municipal Code of Chicago of 1905, in re shut-off valves on electric wires and gas pipes, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 730 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended to read as follows:

"730. Gas or Electric Shut-off Device to be Operated from the Outside of Building). Every owner, agent or person in charge or control of any building now existing or hereafter constructed within the city in which gas or electricity is used for illuminating, heating or other purposes shall equip such building with a device or devices which can be operated from the outside so as to enable firemen to shut off the supply of gas or electricity to any such building from the outside thereof; such operating or controlling device or devices to be placed at such a point or at such points on the outside of any such building as may be designated by the Fire Marshal of the City and to be of such design and construction as to enable such device or devices to perform with reasonable certainty and safety the work required to be done thereby.

"Any device or devices installed for the purpose of carrying out the provisions of this section shall first be approved by the Fire Marshal, and after the installation thereof the supervision and control of any such device or devices shall become the duty of the Fire Marshal of the City."

SECTION 2. This ordinance shall be in full force from and after its passage.

M. P. RILEY,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance for automatic gas shut-off valves in buildings, and an order to permit M. Weinberg to complete building, submitted reports recommending that the same be placed on file.

Ald. Riley moved to concur in the reports.

The motion prevailed.

HEALTH DEPARTMENT.

The Committee on Health Department submitted the following report, which was, on motion of Ald. Hoffman, deferred and ordered published:

CHICAGO, February 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Health Department, to whom was referred an order for the Health Department to close unsanitary dairies, having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance:

AN ORDINANCE

Amending Section 1144 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1144 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

1144. Dairy—Refuse Matter—Offal—Closing of Same When Unsanitary). Every person or corporation owning or keeping a dairy in the city shall maintain the premises thereof free from any accumulation of refuse matter or offal. Any person or corporation failing to comply with this section shall be fined not less than five dollars nor more than two hundred dollars for each offense; and if any dairy within the city shall be found to be in an unsanitary condition by reason of the violation of the ordinances of the city or the refusal or neglect to comply with the rules and regulations of the Department of Health, or if, in the opinion of the Commissioner of Health, there is danger of the spread of a contagious or infectious disease through such dairy or the products of same, or that the public health would be endangered by a supply of milk and cream from same, then in the discretion of said Commissioner, he may order such dairy closed, and the same shall be kept closed until all the provisions of this chapter shall have been complied with and until all danger to the health of the public shall have been removed.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

PETER L. HOFFMAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Hoffman, deferred and ordered published:

CHICAGO, February 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Health Department, to whom was referred an order directing the Committee on Health Department to investigate the conditions surrounding the source, the handling of and the blame for the existing epidemic of disease in the City of Chicago, with a view of fixing responsibility where it belongs and giving the public definite unbiased information as to the means which have and are being taken to guard the health of the citizens of Chicago, beg leave to submit the following reports which are the results of such investigation, and request that said reports be published and deferred.

PETER L. HOFFMAN,
Chairman.

The following reports accompanied the foregoing report:

February 4, 1907.

To The Honorable The Committee on Health Department:

GENTLEMEN—The undersigned, the members of the sub-committee appointed by you to make an investigation of the conditions surrounding the source of, the handling of and the blame for, the present epidemic, with a view to fixing

the responsibility for the same and giving the public definite, unbiased information as to the means which have been and are being taken to guard the health of the citizens of Chicago, respectfully report to your Honorably Body that they have been in conference with Doctors A. C. Cotton, Wm. T. Belfield and Charles L. Mix, who were appointed by your committee to assist in the investigation.

We have made a thorough investigation, with the co-operation and advice of the medical gentlemen above named, into the methods employed in the Department of Health, the efficiency of same, and the actual work accomplished with the means at the disposal of the Department, and we submit in detail the result of our investigation.

We call attention at the outset to the fact, which is not generally known, that the Board of Education took over the work of medical school inspection a number of years ago, employing about 50 inspectors for that purpose. This work was, however, abandoned by the School Board several years ago.

No provision was made to re-establish such school inspection by either the School Board or the City Council. The Department of Health was allowed nine medical inspectors and two antitoxin administrators under the appropriation of 1906. The Commissioner of Health asked for a larger appropriation for the purpose of employing more medical inspectors and the re-establishment of school inspection, but as there was at that time no indication of the present epidemic and the need of additional inspectors was not then apparent, the force provided for was regarded as sufficient by the City Council.

The course of the present scarlet fever epidemic was substantially as follows: It first prevailed in the Northern part of Illinois; then became epidemic in the Northern suburbs, especially Evanston; thence it traveled to Rogers Park, Ravenswood, Irving Park, and reached Logan Square immediately before the Christmas holidays. Since then it has traveled Southward, and has reached about the neighborhood of the canal district. There are indications that in the Northern part of the city the disease is being stamped out. There are about four hundred thousand children in the city who are susceptible to scarlet fever.

Long before the disease became epidemic specimens of throat cultures which reached the city laboratories for examination, contained germs which indicated catarrhal conditions that presage a favorable field for the spread of scarlet fever, diphtheria, etc. Science has not yet discovered the scarlet fever germ, but the findings of the laboratory in the fall of 1906 were to the effect that a scarlet fever epidemic might possibly occur because of the lowered vitality of the mucous membranes brought on by the catarrhal conditions mentioned above. Thereupon, in the weekly bulletin of the department, dated October 20, 1906, special attention was called to the abandonment of school medical inspection and the possibility of disastrous consequences. The medical profession and the public generally were warned of the danger. The department was not able to undertake the inspection of the schools with the limited force at its command, since that would have required 100 inspectors at least, but began at once, with what means it had, to battle with the impending contagious diseases. The inspectors employed were all men of long experience, most of them being medical men of high professional standing.

The methods adopted by the Health Department which have been followed for a long period include a complete system of registration, whereby the full history of every case is kept by a card-index system.

Upon the report of a case to the Department an inspection is made and placards are put up on the house in both the front and the rear. Notice is at

once sent to the school in the district to the effect that all children in the building, whether they have been exposed to the disease or not, be excluded until the report of the inspector has come in. It is then determined whether or not the children who have not been exposed can safely be permitted to go to school.

Precautions had also been taken during the year 1906 to prevent contagion in schools, through notices and circulars, addressed to teachers, instructing them how to maintain cleanliness among the school children and pointing out the danger of contagion resulting from the transfer of books, pencils, etc., among the children.

The attention of the public was also called to the danger through the weekly bulletins and the newspapers besides the bulletin of October 20th, which called particular attention to the possibility of such epidemic.

Advice and warnings were given in the bulletin of December 1, 1906, and the principals of the schools were notified and cautioned concerning the rule of the department which was not to allow children recovered from scarlet fever or diphtheria to re-enter school without a termination card from the Department of Health. Warnings to the same effect were also issued on December 8th and December 22nd.

As soon as a case was reported to the Health Department, besides notifying the school and sending the inspector, the physician in charge was given a report card, which required a full report to the Health Department. Upon the recovery of the patient the physician's report was not accepted as final, but the inspectors were again sent to such premises, and in case the child was still in the stage of convalescence, or in the peeling or scaling stage, the final disinfection of the place did not take place and the child was still excluded from the schools. Upon the final disappearance and the elimination of all danger from contagion, the premises in question were thoroughly disinfected and the school notified that the child or children in the building could return to school. This has been done in every case in spite of the fact that the department was handicapped by not having a sufficient force, all inspectors and disinfectors working practically night and day.

When the disease reached Logan Square, just before Christmas, the chief medical inspector notified the Board of Education, and all schools in the 28th, 15th, 16th, 9th and 10th wards were thoroughly disinfected, and during the vacation which followed all the schools in the city were, on the recommendation of the Department of Health thoroughly washed and cleaned. In the wards mentioned a thorough inspection was made of all homes where cases had been reported and the same were disinfected, as were also the homes of neighbors where there was danger of contagion.

The department has also, in every case where diphtheria, scarlet fever or small pox has been reported, sent to the family a circular prescribing the care and management of the patient and the household generally during the contagion period.

In case of death the inspectors attended each funeral. It was required that the body be interred within thirty-six hours; no church or other public funerals were allowed; no flowers, and no visitors were permitted at such funerals; and upon the removal of the body the premises were thoroughly disinfected.

In the case of diphtheria the department has urged the use of antitoxin and immunization in all cases, and maintains a corps of antitoxin administrators, who are prepared to administer same in all cases where it is found that there is danger from the disease, in case the people in danger are unable to employ a physisician of their own; also in all cases where conditions indicated danger of im-

mediate contagion that were brought to the attention of the department.

The department at all times keeps on hand a supply of antitoxin which it furnishes free to all who apply for same.

The department has also rigidly insisted on the report of physicians in all cases, in strict compliance with the ordinances. There have been no willful violations of the ordinances by physicians so far as could be ascertained. The ordinances governing the handling of bodies by undertakers have also been strictly enforced.

The Commissioner of Health in the fall of 1906 asked for an appropriation for additional disinfectors and an appropriation was made on December 3rd. In the meantime means were found for increasing the force of inspectors and disinfectors from 11 to 16 and finally to 20, and when the appropriation was passed the force of disinfectors was about doubled.

On January 4, 1907, the Commissioner notified the Finance Committee that the contagious diseases showed no indications of abating, and asked that he be allowed to retain the extra force then at work pending the passage of the appropriation bill.

On January 18, 1907, the Commissioner again addressed a letter to the Chairman of the Finance Committee in which he stated that the department was utterly unable to cope with the epidemic of diphtheria and scarlet fever with the force of men then at its command and asked for an immediate appropriation of $15,000,000 for the purpose of putting additional medical school inspectors at work and also to increase the force of its disinfectors.

The City Council responded by making the appropriation and 100 men were put at work as soon as they could be obtained and have since rendered good service, the indications being that the epidemic is receding.

On January 28, 1907, the Commissioner again addressed the Finance Committee asking for a special appropriation for a staff of visiting nurses to supplement the work of the medical inspectors.

Inasmuch as attention has been directed to the milk and food supply as a possible vehicle for the spread of contagion we called for a report as to the work done in the food inspection department. The following table indicates what was done during the year 1906 as compared with the two preceding years:

STATEMENT OF WORK PERFORMED BY CERTAIN BUREAUS AND DIVISIONS OF HEALTH DEPARTMENT DURING THE YEAR 1906, SHOWING INCREASES OVER 1905 AND 1904.

	1906	Increase 1906 over 1905	Increase 1906 over 1904
Laboratory:			
Total examinations, suspected disease, food stuffs, waters, ice, etc.	65,918	73,3	78.2
Food Inspection:			
Food stuffs condemned and destroyed, lbs.	10,940,661	169.7	425.0
Milk Inspection (City):			
Samples of milk and cream collected	50,939	99.7	101.8
Inspections of milk depots made	25,464	29.4	143.1
Law suits instituted for violations of milk ordinances	2,088	77.6	52.4
Dairy Inspection (Outside Chicago):			
Number dairies inspected	4,029	28.1	41.0
Number sanitary defects noted and ordered corrected—milk refused entry to Chicago until order complied with	3,712	*12.8	*59.7

	1906	Increase 1906 over 1905	Increase 1906 over 1904
Number cows inspected	79,681	16.6	30.6
Number diseased cows killed	140	166.7	100.0
Number 8-gallon cans of milk dumped into sewers on receipt in Chicago from dairies pronounced insanitary	1,804	94.2	100.00
Contagious Diseases:			
Number cases reported	11,613	110.1	132.4
Number premises placarded	5,134	134.1	170.2
Number premises disinfected	8,038	87.7	94.9
Area disinfected, cubic feet	34,213,818	103.7	109.1
Diphtheria Antitoxin Administration:			
Number cases visited	794	62.7	63.4
Number cases treated	369	15.3	16.4
Number immunizations performed	1,027	86.4	104.6
Number intubations performed	18	*43.8	*40.0

*Decrease.

The above showing demonstrates that the department has been active in inspection and prosecution of violations of the ordinances.

From the investigation that we have made we have come to the conclusion that the Department of Health has employed every method within its control and at its command to fight the diseases which have become epidemic; that there has been no dereliction or indifference to duty or lack of vigilance on the part of the Commissioner of Health or any of the officers or employes of the Department of Health, and that the work of the department has been very effective in checking the spread of the diseases, fully as much so as in other large cities where scarlet fever now prevails.

The physicians with whom we have conferred, as stated above, give it as their opinion that the department has done everything that was possible with the means at its command, to subdue and combat the diseases, and agree that the methods employed were scientific and were of the character best calculated to bring about the results aimed at. They declare, however, that better results can be obtained if the department is not hampered as it has been by lack of funds, and if it is given full power to act in case of an emergency. It is their opinion that the needs of the city have outgrown the means of the department, which they say are comparatively primitive and better adapted to a large village than to a great city. They have joined in making some recommendations designed to prevent a recurrence of such epidemic, which we submit with this report.

These physicians first call attention to the fact that the amount appropriated for the Department of Health is wholly inadequate when the immense population and the needs of the city are taken into consideration. From the statistics obtainable it appears that the per capita appropriation in this city amounts to about 8 cents, while in the other large cities of the country the per capita is as follows: New York, 34 cents; Philadelphia, 25 cents; St. Louis, 24 cents; Boston, 32 cents; Pittsburg, $1.02; Baltimore, 18 cents; San Francisco, 27 cents; Cleveland, 18 cents; Buffalo, 10 cents.

It is therefore urged that the department be allowed a sufficient appropriation to carry on efficiently the work of all the various bureaus and divisions,

and in that case much more effective work will be accomplished.

It is next recommended that a corps of medical inspectors who shall be detailed for regular and systematic school inspection during 8 months in the year should be employed at a salary of $50.00 per month and that power be given to the Commissioner to increase this number by 100 temporary or alternate men whenever an emergency arises, without waiting for action by the City Council. This would require a fixed appropriation of from $40,000 to $60,000, according to whether or not these men shall be employed at other work during the months of June, July, August and September. It is suggested that the work of these men during these summer months in the congested sections would be very effective in saving the lives of infants.

The next recommendation is that the regular medical inspection staff be increased to 25 men at a salary of $75.00 per month, calling for an appropriation of $22,500, such a number being none too great for the city, which has grown at a much more rapid rate than the number of inspectors, the increase of population being largely made up of foreign emigrants.

The next recommendation is that the ordinances of the city be amended so that it will be possible to establish a high-class contagious disease hospital. One of these hospitals has already been endowed and if it were possible to secure a site for same it would not only furnish better opportunity for immunization and prevention of the spread of such diseases, but would also afford opportunity for more accurate scientific recording, experimentation and investigation, with the chances largely in favor of discoveries that would finally stamp out such diseases. Attention is called in this connection to the excellent results obtained through the establishment of the small-pox hospital. For this purpose it is suggested by the medical gentlemen who assisted us that a hospital of this character be permitted wherever a whole square is controlled by the hospital management and no part of the hospital building approaches nearer than 50 feet to the streets surrounding same. They declare that there is absolutely no danger to the residents of the neighborhood in such an institution, and have asked us to submit their recommendation so that it may be considered by the City Council.

The final recommendation is that the city should also establish on some suitable site a permanent contagious disease hospital with from 200 to 300 beds. The expense of such an institution will be from $900 to $1,000 per bed.

With such an equipment as is suggested above it is the opinion of these medical experts that contagious diseases can at all times be controlled so that an epidemic of any magnitude would be practically impossible.

We believe all the above recommendations are entitled to the earnest consideration of the City Council.

Your sub-committee has also investigated the report that the building department was doing the work of the health department in making inspections of the sanitary conditions of dairies, but finds that there has been no conflict or misunderstanding between these departments. There have been some reports of unsanitary conditions made by inspectors of the building department, but this arises from an understanding which exists between the various departments of the city employing inspectors to the effect that if any violation of the ordinances is discovered by any of them, even if it does not come within the jurisdiction of the department in which they work, it shall be reported. In this way the sanitary inspection department frequently reports violations of the building ordinance, and the building inspectors frequently report unsanitary condi-

tions. This interchange of labor has always been regarded as adding to the efficiency of the departments and it is to the best interests of the city to continue the practice.

It is the opinion of your sub-committee and the medical experts called in that the epidemic of scarlet fever and diphtheria is now abating and that the most dangerous period is passed.

Respectfully submitted,

JOHN J. BRADLEY,

PATRICK J. NOLAN,

MICHAEL C. CONLON,

Sub-Committee of Committee on Health Department.

We concur in the above report and recommendations.

CHARLES LOUIS MIX,

WM. T. BELFIELD, M. D.,

ALFRED C. COTTON, M. D.

The following report also accompanied the report of the Committee on Health Department:

CHICAGO, February 6, 1907.

Alderman Peter L. Hoffman, Chairman Committee on Health Department:

DEAR SIR—The undersigned, responding to your request dated January 30, beg to submit the following suggestions concerning the Health Department:

This department is entirely inadequate to furnish needful municipal protection to life, health and business interests chiefly because its development has not kept pace with the rapid growth of the city. Other large cities in the United States expend from three to twelve times as much per head as does Chicago for municipal sanitation. Among the improvements immediately and imperatively required are these:

1. The number of regular medical inspectors should be increased from nine to any part of one hundred, at the discretion of the Health Commissioner; their duties should include the inspection of pupils in the public and parochial schools. The Commissioner should be authorized to employ extra inspectors in an emergency, entirely at his own discretion. The equipment of the department in other essentials, including the laboratories, should be correspondingly increased. In short the Health Department should be so developed as to make it adequate to the sanitary needs of the city.

2. The municipal ordinances should be so modified as to permit the erection of a hospital for infectious diseases other than small-pox; because efficient isolation of such patients at home is for economic reasons usually impracticable. The McCormick Institute is ready to build and maintain such a hospital without expense to the city.

3. Since neglect or incompetence of the Health Commissioner may entail needless sickness, death and business losses among our citizens, that officer should be required to devote his entire working time to the public service, and should be selected solely for his competence, by a trustworthy medical commission. No competent man will devote his entire time to the office except upon two conditions: 1. That his salary shall be commensurate with the responsibilities of his office; and 2. That his tenure of office shall be entirely independent of the fluctuations of local politics. Taxpayers are certainly entitled to as much consideration as is accorded to the patients in the County Hospital, whose physicians are selected for competence through competitive examination, and for a six year term.

A. A. COTTON, M. D.,

Per B.

WM. T. BELFIELD, M. D.

WATER DEPARTMENT.

The Committee on Water Department submitted the following report,

which was, on motion of Ald. Reese, deferred and ordered published:

CHICAGO, February 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Water Department, to whom was referred an ordinance amending Section 2394 of the Revised Municipal Code in re joining of service pipes, having had the same under advisement, beg leave to report and recommend the passage of the ordinance as amended:

AN ORDINANCE

Amending Section 2394 of the Revised Code of Chicago as passed July 5th, 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2394 of the Revised Municipal Code of Chicago of 1905, as amended July 5th, 1905, be, and the same is hereby amended so as to read as follows:

"Section 2394. At every building, structure or premise of the kind mentioned in Sections 2393 and 2434, that is supplied with water from the Chicago Water Works system, there shall be furnished and installed a water meter for the purpose of controlling and measuring such water supply, which said meter shall be furnished, installed and maintained at the cost and expense of the City, and whenever the building, structure or premise aforesaid which now receives its domestic supply of water through two or more service pipes, these said several service pipes must be joined together by and at the expense of the City of Chicago, provided, however, it shall be optional with the City of Chicago to install a new single service pipe equal to the domestic requirements of the aforesaid building, structure or premise to which the several house service pipes must be joined, which must be done at the cost and expense of the City of Chicago. Provided, further, it is optional with the City of Chicago to install a meter on each service found supplying water to premises to be metered."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

OTTO REESE,
Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, grading and paving with granite blocks 16th street, from State street to Clark street.

By unanimous consent, on motion of Ald. Kenna, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

FOURTH WARD.

Ald. Richert presented the following

order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to remove all wooden electric light poles from Emerald avenue and other streets in the Fourth Ward which were recently erected, and substitute in lieu thereof iron poles as originally contemplated.

Ald. Richert presented an order for paving 29th street between Halsted and Throop streets, which was

Referred to the Board of Local Improvements.

Ald. Dailey presented the claim of Charles Ptacek for refund for payment for sidewalk at street intersection, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt South Canal street, from 29th street to 33rd street.

By unanimous consent, on motion of Ald. Dailey, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt Shields avenue, from 26th street to 31st street.

Which was, on motion of Ald. Richert, deferred.

FIFTH WARD.

Ald. Martin presented an ordinance for vacating a portion of South Campbell avenue north of West Thirty-eighth street, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Martin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have an 8-inch water main laid in 38th street, between Centre avenue and Morgan street for fire protection and circulation.

Ald. Martin presented orders for appropriations for a pumping station at Western avenue and the Drainage Canal, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with granite blocks South Ashland avenue, from Archer avenue to 2402 feet north of 31st street.

By unanimous consent, on motion of Ald. Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston,

Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

SEVENTH WARD.

Ald. Bennett presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the South Chicago Railroad Company, or its lessee, the Illinois Central Railroad Company, is hereby authorized to change and re-locate its depot facilities at its South Shore station in the City of Chicago, and to change and re-locate its railroad tracks and the spur track leading to the Chicago Pumping Station, so that the same shall when relocated be situated as follows:

The location of the north-bound track shall be, beginning at a point twenty-two (22) feet south of the north line of 71st street, and four hundred forty (440) feet west of the west line of Yates avenue; thence southeasterly on a curve to the right, with a radius of four hundred sixty-three (463) feet, a distance of eighty-four (84) feet; thence southeasterly sixty-six (66) feet; thence southeasterly on a curve to the right, with a radius of twelve hundred seventy-eight (1278) feet, a distance of two hundred eighty-five (285) feet; thence southeasterly on a curve to the right, with a radius of four hundred sixty-three (463) feet, a distance of two hundred seventy-one (271) feet; thence southwesterly at right angles to the center line of Railroad avenue, eight (8) feet; thence northwesterly on a curve to the left, with a radius of four hundred fifty-five (455) feet, a distance of two hundred sixty-six (266) feet; thence northwesterly on a curve to the left, with a radius of twelve hundred seventy (1270) feet, a distance of two hundred eighty-three (283) feet; thence northwesterly sixty-six (66) feet; thence northwesterly on a curve to the left, with a radius of four hundred fifty-five (455) feet, a distance of eighty-two (82) feet; thence northerly at right angles, to the north line of 71st street, eight (8) feet, to the point of beginning.

The location of the south-bound track shall be, beginning at a point thirty-six (36) feet south of the north line of 71st street, and four hundred fifty-three (453) feet west of the west line of Yates avenue; thence southeasterly on a curve to the right, with a radius of four hundred sixty-three (463) feet, a distance of one hundred sixty (160) feet; thence southeasterly two hundred eighty-nine (289) feet; thence southeasterly on a curve to the right, with a radius of four hundred sixty-three (463) feet, a distance of two hundred ninety-two (292) feet; thence southwesterly at right angles to the center line of Railroad avenue, eight (8) feet; thence northwesterly on a curve to the left, with a radius of four hundred fifty-five (455) feet, a distance of two hundred eighty-seven (287) feet; thence northwesterly two hundred eighty-nine (289) feet; thence northwesterly on a curve to the left, with a radius of four hundred fifty-five (455) feet, a distance of one hundred fifty-seven (157) feet; thence northerly at right angles, to the north line of 71st street, eight (8) feet, to the point of beginning.

The track leading to the Chicago Pumping Station shall be located as follows: Beginning at a point one hundred eighteen (118) feet east of the west line of Yates avenue, and one hundred forty-two (142) feet south of the south line of 71st street; thence northwesterly one hundred eighty-two (182) feet; thence northeasterly on a curve to the right, with a radius of four hundred fifty-five (455) feet, a distance of one hundred twenty-eight (128) feet, to a point fifteen (15) feet north of the north line

of 71st street, and ninety-five (95) feet west of the west line of Yates avenue; thence southwesterly eight (8) feet, to a point one hundred two (102) feet west of the west line of Yates avenue, and ten (10) feet north of the north line of 71st street; thence southeasterly on a curve to the left with a radius of four hundred sixty-three (463) feet, a distance of one hundred thirty-one (131) feet; thence southeasterly one hundred and eighty-two (182) feet, to a point one hundred forty-seven (147) feet south of the south line of 71st street, and one hundred twelve (112) feet east of the west line of Yates avenue; thence northeasterly eight (8) feet, to point of beginning.

The station platform shall be located as follows: Beginning at a point two hundred ninety-five (295) feet west of the west line of Yates avenue, and two (2) feet north of the south line of 71st street; thence northeasterly fourteen (14) feet to a point fifteen and one-half (15½) feet north of the south line of 71st street, and two hundred ninety-four (294) feet west of the west line of Yates avenue; thence southeasterly and parallel to proposed north-bound track five and one-half (5½) feet from center line, a distance of two hundred eighty-six (286) feet, to a point nineteen (19) feet west of the west line of Yates avenue and sixty-four (64) feet south of the south line of 71st street; thence southwesterly twenty-nine (29) feet to a point twenty-nine (29) feet west of the west line of Yates avenue, and ninety-two (92) feet south of the south line of 71st street; thence northwesterly and parallel to the proposed southbound track, five and one-half (5½) feet from the center line, a distance of two hundred eighty-four (284) feet, to point of beginning.

The present location of said railroad tracks and depot and their proposed re-location is shown upon a blue print map hereto attached. The yellow lines indicating the present location and the red lines indicating the proposed re-location of said railroad tracks and depot.

SECTION 2. This ordinance shall be in force from and after its passage and approval and during the continuance of the original franchise granted to the South Chicago Railroad Company under and by virtue of which it now enjoys its rights and privileges at said South Shore Station.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay the bill of Thomas J. O'Neill, court reporter, of two thousand four hundred forty-five and twenty-five one-hundredths dollars ($2,445.25), for services rendered the Bartzen Investigating Committee, which is attached hereto, and approved by the Chairman of said Committee, and the Finance Committee is directed to include in the appropriations for 1907 an item covering the said expenditure.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller be and he is hereby authorized and directed to pay to the several officers and employes of the City of Chicago, on account of their salaries and compensation, respectively, for the month of February, 1907, seventy-five (75) per cent of the amount per month authorized to be paid for the fiscal year, ending December 31st, 1906, subject, however, to such changes as may be made in such salaries and compensation by the general appropriation ordinance for the fiscal year 1907. All reductions which shall be made by said general appropriation ordinance to be charged against the salary and compensation for the month of March, 1907, of the person whose pay may be reduced.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Hardin, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

Ald. Bennett presented the following order, which was, on motion, duly passed:

Ordered, That the City Clerk be and he is hereby authorized and directed to publish in pamphlet form 200 copies of the payrolls of city employes for the month of December, 1906.

Ald. Bennett presented the following order:

Ordered, That the Finance Committee include an item in the appropriation bill providing for a new City Hall in such an amount as may be necessary to carry on so much of the work as can be executed during the present year.

Ald. Finn moved that the order be deferred and published.

The motion prevailed.

Ald. Bennett presented sundry claims for refunds of water pipe assessments; claims of Hugh F. Eaton and Philip C. Gibbons, salary; of Edw. Nye for decrease of water taxes, and F. P. Epps for refund of 90% of special assessment; and a communication from Allis-Chalmers Company concerning pumping engines and sluice gates at the Lawrence avenue pumping station, which were

Referred to the Committee on Finance.

Ald. Snow presented a bill to amend the "public policy law," which was

Referred to the Committee on State Legislation.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and macadamizing 54th place, from Drexel avenue to Ellis avenue.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved

and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wenduing, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for curbing, filling and paving with asphalt a system of streets as follows, to-wit: Hartwell avenue, from 66th street to 67th street, etc.

By unanimous consent, on motion of Ald. Snow, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with asphalt 62nd street, from Cottage Grove avenue to Madison avenue.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a sewer in 69th street, from 85 feet east of Indiana avenue to 85 feet west of Calumet avenue.

By unanimous consent, on motion of Ald. Snow, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

EIGHTH WARD.

Ald. Moynihan presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install electric arc lights on Hoxie avenue at 105th, 106th, 107th and 108th streets.

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Avenue J, from 104th street to a point 300 feet north, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Moynihan presented the claim of Fenton Tinsley for rebate of special assessment, which was

Referred to the Committee on Finance.

Ald. Derpa presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to E. Gassman to construct and maintain for a period of thirty days a cloth sign across the sidewalk in front of No. 8724 Commercial avenue. Said sign to be erected in accordance with the regulations of the Department of Public Works and said permit to be subject to revocation by the Mayor at any time at his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to T. Gassman to construct and maintain for a period of thirty days a cloth sign across sidewalk in front of No. 8728 Commercial avenue. Said sign to be erected in accordance with the rules and regulations of the Department of Public Works and said permit to be subject to revocation by the Mayor at any time at his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a new assessment to assess certain lots, blocks, tracts and parcels of land which have heretofore escaped assessment for a sewage pumping station and for a system of main sewers, in the following streets, to-wit: Jackson Park avenue, 79th street, West 79th street, 83rd street, Vincennes road, West 83rd street, Stewart avenue, West 73rd street, etc.

Which was, on motion of Ald. Moynihan, deferred.

NINTH WARD.

Ald. Harris presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to enter into a contract without advertising for a full and complete survey and plat of that land lying between Van Buren street on the south and Kinzie street on the north, Canal street on the west and the west dock line of the Chicago River at a cost not to exceed $25 per day; the cost of the entire work to be provided for in the appropriation to be made for the year 1907, and the Comptroller is hereby authorized and directed to pay the same. This order to repeal all orders in conflict herewith.

Which was, by unanimous consent, on motion of Ald. Harris, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bade-

noch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt Ruble street, from West 16th street to West 21st street.

By unanimous consent, on motion of Ald. Harris, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

TENTH WARD.

Ald. Scully and Hurt presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have an inspection made of the sewers in the Tenth Ward and report to the City Council as soon as possible so that the Finance Committee may include in the annual appropriation bill for 1907 an amount necessary to put the sewers in a sanitary and safe condition.

TWELFTH WARD.

Ald. Zimmer presented a resolution from the Board of Trustees, Village of Berwyn, requesting the City of Chicago to supply water to the village, which was

Referred to the Committee on Finance.

Ald. Zimmer and Uhlir presented an order and petition for paving Fairfield avenue, between 12th street and Ogden avenue, which were

Referred to the Board of Local Improvements.

Ald. Uhlir presented the claim of Katarina Hrabok for compensation for personal injuries, which was

Referred to the Committee on Finance.

THIRTEENTH WARD.

Ald. Riley presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 686 of Article 20 of Chapter 15 of the Revised Municipal Code of Chicago passed March 20, 1905, and as amended on page 2493 of the Council Proceedings of January 2, 1907, be and the same is hereby amended so as to read as follows:

The fire limits of the City of Chicago shall be and are hereby defined as follows: All that part of the City of Chicago bounded by the following limits: Commencing at the intersection of the shore of lake Michigan and a line one hundred and fifty feet north of the center line of Belmont avenue, thence west on said first-mentioned line to the center line of North Halsted street, thence south along said center line of North Halsted street to the center line of Fullerton avenue, thence west along said center line of Fullerton avenue to the center of the North Branch of the Chicago River, thence northwesterly along the center of said North Branch of the Chicago River to the center line of Belmont avenue, thence west along said center line of Belmont avenue to the center line of Kedzie avenue, thence south

along said center line of Kedzie avenue to the center line of West North avenue, thence west along said center line of West North avenue to the center line of North Fortieth avenue, thence south along said center line of North Fortieth avenue to the center line of the first alley north of Park avenue, thence west along the center line of said alley to the center line of South Forty-sixth avenue, thence south along said center line of South Forty-sixth avenue to the center line of West Madison street, thence west along the center line of West Madison street to the center line of South Forty-eighth avenue, thence north along said center line of South Forty-eighth avenue to the center line of Kinzie street, thence west along said center line of Kinzie street to the center line of South Fifty-second avenue, thence south along said center line of South Fifty-second avenue to the center line of West Madison street, thence east along said center line of West Madison street to the center line of South Fiftieth avenue, thence south along said center line of South Fiftieth avenue to the north line of the present right of way of the Chicago & Great Western Railroad Company, thence east along the said north line of said right of way to the center line of South Forty-eighth avenue, thence south along the said center line of South Forty-eighth avenue to the center line of West Twelfth street, thence east along said center line of West Twelfth street to the center line of South Forty-sixth avenue, thence south along said center line of South Forty-sixth avenue to the center line of West Twenty-second street, thence east along said center line of West Twenty-second street to the center line of South Fortieth avenue; thence south along said center line of South Fortieth avenue to the center line of the Illinois and Michigan Canal, thence northeasterly along the center line of the said canal to the center line of South Western avenue; thence south along said center line of South Western avenue to the center line of West Thirty-ninth street, thence east along said center line of West Thirty-ninth street to the center line of State street, thence south along said center line of State street to the north line of West Forty-seventh street, thence west along said north line of West Forty-seventh street to a line seventy-five feet west of the west line of South Halsted street, thence south to a line seventy-five feet north of the west line of South Halsted street along said line seventy-five feet west of the north line of West Sixty-third street, thence west along said line seventy-five feet north of the north line of West Sixty-third street to the center line of South Ashland avenue, thence south along the center line of South Ashland avenue to the center line of West Sixty-third street, thence east along said center line of West Sixty-third street to the center line of State street, thence south along said center line of State street to the center line of East Seventy-fifth street, thence east along said center line of East Seventy-fifth street to the shore of Lake Michigan, thence northerly and northwesterly along the shore of Lake Michigan to the place of beginning.

Also, commencing at a point in the center of Manistee avenue, where it intersects the right of way of the main line of the Lake Shore and Michigan Southern Railroad; thence northeasterly and north along the center line of Manistee avenue to the center line of Eighty-ninth street, thence east along the center line of Eighty-ninth street to the center line of Mackinaw avenue, thence south along the center line of Mackinaw avenue to the center line of Harbor avenue, thence southwesterly along the center line of Harbor avenue to the center line of Ninety-

third street; thence west along the center line of Ninety-third street to the easterly line of the Baltimore & Ohio railroad right of way; thence south along the easterly line of the Baltimore & Ohio railroad right of way and Baltomore & Ohio railroad extended, to the northeasterly line of said Lake Shore & Michigan Southern Railroad; thence northwesterly along the northeasterly line of said right of way to the place of beginning.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and publication.

Which was, by unanimous consent, on motion of Ald. Riley, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

SIXTEENTH WARD.

Ald. Nowicki presented an order concerning premises at 169 Armitage avenue, which was

Referred to the Committee on Building Department.

Ald Nowicki presented the claim of Frank Kendziora for refund of license fee, which was

Referred to the Committee on Finance.

NINETEENTH WARD.

Ald. Powers presented a petition from certain vehicle inspectors for an increase in salary, which was

Referred to the Committee on Finance.

TWENTIETH WARD.

Ald. Finn presented the claim of Bridget M. Nolan for rebate of special assessment, which was

Referred to the Committee on Finance.

Ald. Stewart presented the claim of Harvey T. Weeks and Company for refund of fee for unused permits, which was

Referred to the Committee on Finance.

TWENTY-SECOND WARD.

Ald. Dougherty presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to furnish water without cost to the Marquette Council of the Knights of Columbus at 390-94 Dearborn avenue for swimming tank.

Ald Dougherty presented the claim of Rutland Transit Company for compensation for damages to steamer McVittie, which was

Referred to the Committee on Finance.

TWENTY-THIRD WARD.

Ald. Jacobs presented the claim of Wiliam Baden for compensation for personal injuries, which was

Referred to the Committee on Finance.

TWENTY-FIFTH WARD.

Ald. Williston presented orders for

paving portions of Buckingham place and Ardmore avenue, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a water supply pipe in Hayes avenue, from Evanston avenue to a point 916 feet east of the east line of Evanston avenue.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Rascher avenue, from North Clark street to Southport avenue.

By unanimous consent, on motion of Ald. Williston, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

TWENTY-SIXTH WARD.

Ald. Lipps presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Ben. Drosin to erect a board sign 38 inches by 46 inches in front of premises known as 1116 Lincoln avenue. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt Hollywood avenue, from North Ashland avenue to North Hermitage avenue.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bade-

noch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Foster avenue, from North Claremont avenue to a point 116 feet east of the east line of North Western avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

TWENTY-SEVENTH WARD.

Ald. Siewert presented petitions containing frontage consents for a street railway in Grand avenue, from 51st avenue to Fullerton avenue, thence westerly in Fullerton avenue to Grand avenue, and thence northwesterly in Grand avenue to 72d avenue.

Ald. Siewert moved that the petitions be referred to the Commissioner of Public Works for verification of the consents therein and then referred to the Committee on Local Transportation.

The motion prevailed.

Ald. Siewert presented an order for a cement sidewalk on both sides of Belmont avenue, between Western and California avenues, and orders for sewers in portions of St. Paul, Wabansia and North 51st avenues, which were

Referred to the Board of Local Improvements.

Ald. Blase presented an order for a sewer in North Central Park avenue from West Irving Park avenue to Grace street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a sewer in Christiana avenue, from Elston avenue to West Grace street.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a brick sewer in West Montrose avenue from Milwaukee avenue to North 60th avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert,

Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a sewer in North Springfield avenue from West Fullerton avenue to a point 125 feet south of West Wrightwood avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a sewer in West Wabansia avenue from North Hamlin avenue to North Avers avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in North 43rd avenue from West Fullerton avenue to West Dunning street.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Rich-

mond street from West Grace street to West Byron street.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in North Western avenue from West Foster avenue to West Berwyn avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for 6-foot cement sidewalks on a system of streets, as follows, to-wit: South Side of West Diversey avenue, from North Central Park avenue to Ballou street; North Side of Schubert avenue, from North Central Park avenue to Ballou street; East Side of North Central Park avenue, from Schubert avenue to West Diversey avenue; both sides of Drake avenue, from Schubert avenue to West Diversey avenue, and on the west side of Ballou street, from Schubert avenue to West Diversey avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance for 6-foot cement sidewalks on a system of streets, as follows, to-wit: South side of West Diversey avenue, from North Central Park avenue to Ballou street; nor side of Schubert avenue, from North Central Park avenue to Ballou street, east side of North Central Park avenue, from Schubert avenue to West Diversey avenue; both sides of Drake avenue, from Schubert avenue to West Diversey avenue, and on the west side of Ballou street, from Schubert avenue to West Diversey avenue," passed May 22, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed April 5, 1906, Warrant No. 34080, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Har-

ris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sindewalk on both sides of Irving Park boulevard, from North Kedzie avenue to Elston avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on both sides of Irving Park boulevard, from North Kedzie avenue to Elston avenue," passed October 28, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket No. 27268 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

TWENTY-EIGTH WARD.

Ald. Herlihy presented an ordinance amending Section 730 of the Revised Code of 1905, which was

Referred to the Committee on Building Department.

Ald. Herlihy presented the claim of M. Haimowitz for refund of delicatessen license fee, which was

Referred to the Committee on Finance.

TWENTY-NINTH WARD.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby directed to stay all proceedings for sidewalks in the district bounded on the south by 42nd street, on the north by 39th street, on the east by Western avenue and on the west by Francisco avenue, until further notice by this Council.

Ald. Wendling presented the claim of Christ Dahlgaard for refund for sidewalks at street intersections and order for pay for overtime for elevator operators in the City Hall, which was

Referred to the Committee on Finance.

Ald. Wendling presented orders for paving portions of Hermitage avenue, 54th street, 53rd street, 52nd street, 51st street, and 50th street, in the 29th Ward. which were

Referred to the Board of Local Improvements.

THIRTY-SECOND WARD.

Ald Fisher presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to notify and require the telephone and telegraph companies which have poles and wires in West 79th street to lay conduits for their wires and remove the poles from said street between Vincennes Road and Center avenue, preparatory to the paving of West 79th street.

Ald. Fisher presented an order for a cinder sidewalk on the west side of Holland Road from Vincennes Road to 87th street, and orders for paving as follows: Granite top macadam pavement on a system of streets as follows: On West 83rd street from Vincennes Road to South Halsted street, sandstone curb; on Vincennes Road from West 83rd street to Summit avenue, 50-foot roadway with sandstone curb; on West 87th street from right of way of Chicago, Rock Island and Pacific Railway, eastward to right of way of Chicago and Western Indiana Railway, 18-foot roadway on north side of street, 18-foot roadway on south side of street, and broad parkway between the roadways, concrete combined curb and gutters; same pavement (granite top macadam), 30-foot roadway, concrete combined curb and gutter, on all the following streets:

On West 83rd place from Birkoff avenue eastward to Vincennes Road (except Chicago and Western Indiana Railway right of way); West 84th street from Birkoff avenue to the Chicago and Western Indiana Railway right of way; West 85th street from Kerfoot avenue and Vincennes Road eastward to Parnell avenue; West 86th street from Union avenue to Parnell avenue; Wallace street from West 83rd street to West 84th street; South Halsted from Summit avenue south to West 87th street; Emerald avenue from Vincennes Road south to West 87th street; Union avenue from Vincennes Road to West 87th street; Lowe avenue from Vincennes Road to West 87th street: Wallace street from Vincennes Road to West 87th street; Parnell avenue from West 84th street to West 87th street; Givins court from Vincennes Road to Chicago, Rock Island and Pacific Railway right of way; Gilbert avenue from Vincennes Road to Chicago, Rock Island and Pacific Railway right of way; Groveland avenue from Vincennes Road to Chicago, Rock Island and Pacific Railway right of way; Kerfoot avenue from Vincennes Road to Chicago, Rock Island and Pacific Railway right of way; and Birkoff avenue from Vincennes Road to West 83rd street, which were

Referred to the Board of Local Improvements.

Ald. Badenoch presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to the Auburn Park Improvement Association (O. T. Wilson, president), authorizing the use of city water, from plugs, without cost, until December 31, 1907, in consideration of the cleaning of the following streets: Lowe, Union and Emerald avenues, from West 76th to West 79th streets, and West 76th, West 77th and West 78th streets, from Halsted to Wallace streets. Said permit shall contain a condition that if said Auburn Park Improvement Association shall fail to clean said streets, or any of them, to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, said association and O. T. Wilson, its president, shall pay to the city the full amount for all water used from the date of the issuance of said permit, and if said Auburn Park Improvement Association and O. T. Wilson, its president, shall fail to comply with the conditions of said permit the Mayor shall revoke the same

and no other permit shall be issued to said association or O. T. Wilson, its president, until all such charges shall have been paid.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue permit to the Hamilton Park Improvement Association for free use of water for street sprinkling of streets in district covered by above named association, to be designated in the said permit, until December 31, 1907. Said permit shall contain a condition that if said Hamilton Park Improvement Association shall fail to clean said streets, or any of them, to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, said association shall pay to the city the full amount of all water used from the date of the issuance of said permit, and if said Hamilton Park Improvement Association shall fail to comply with the conditions of said permit the Mayor shall revoke the same, and no other permit shall be issued to said association until all such charges have been paid.

THIRTY-THIRD WARD.

Ald. Hunt presented orders for sewers, drains, water mains, water service pipes and macadam pavements in the following streets: Washington avenue, from 73rd to 75th streets; 73rd and 74th places, from Washington to Jackson Park avenues, and 74th street, from Adams to Jackson Park avenues, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of 115th street, from 80 feet west of the east line of Pullman avenue to Stephenson avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of 115th street, from 80 feet west of the east line of Pullman avenue to Stephenson avenue," passed December 17, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31639 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

THIRTY-FOURTH WARD.

Ald. Kohout presented an ordinance in favor of the California Ice Company for a switch track across South Central Park avenue, and an ordinance for vacating an alley in Gary and Jacobson's Subdivision, which were

Referred to the Committee on Streets and Alleys, West Division.

Ald. Kohout presented an ordinance for submitting the question of the operation

of street railways by the municipality to the voters of Chicago at the election to be held on April 2, 1907, which was

Referred to the Committee on Local Transportation.

Ald. Kohout presented the claim of Rosalie Melke for compensation for personal injuries, which was

Referred to the Committee on Finance.

THIRTY-FIFTH WARD.

Ald. Race presented the following order, which was, on motion, duly passed:

Ordered, That the Committee on Local Transportation be and it is hereby directed to take up the question of the poor service on the Humboldt Branch of the Metropolitan Elevated Road, and find some remedy for same, according to attached letter from C. A. Williams.

Ald. Race presented the claims of Lucy J. Huey for refund of special assessment, and of Walter C. Van Arnsdale for compensation for personal injuries, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a sewer in Rice street from North 48th avenue to North 49th avenue.

By unanimous consent, on motion of Ald Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in North Central Park avenue from Evergreen avenue to Hirsch street.

By unanimous consent, on motion of Ald Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Christiana avenue from a point 100 feet south of the south line of Iowa street produced east to the north line of Iowa street produced east.

By unanimous consent, on motion of Ald Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine,

Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of Park avenue, from South 48th court to Belt Railway, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordiaance for the improvement of Park avenue, from South 48th court to the Belt Railway," passed March 19, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 30780 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on an ordinance establishing the number and location of certain concrete standard bench monuments, and fixing the exact elevation above city datum of the bench point in each monument, deferred and published February 4, 1907, page 2855.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

The following is the ordinance as passed:

AN ORDINANCE

Establishing the number to be given to certain concrete standard bench monuments herein described; their location in sundry streets in the City of Chicago, County of Cook and State of Illinois; and the exact elevation above city-datum of the bench point in each monument; said bench point being the

top of the copper rod showing at the surface of the concrete under the iron cover.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That concrete standard bench monuments, numbered 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95 and 96 be and the same are hereby described, located and established as follows, to-wit:

Monument Number Eighty-three (83), located at a point four (4) feet east of the west line of South Western avenue and three (3) feet south of the south line of West 21st place; the bench point thereof (or top of copper rod showing at the surface of the concrete, under the iron cover), having an elevation of thirteen and six hundred and sixty-eight thousandths (13.668) feet above city datum.

Monument Number Eighty-four (84), located at a point nine and one-half (9½) feet west of the east line of South Western avenue and eighty-nine and one-half (89½) feet north of the north line of Marshall boulevard; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of ten and four hundred and ninety-three thousandths (10.493) feet above city datum.

Monument Number Eighty-five (85), located at a point eight (8) feet east of the west line of South Kedzie avenue and eight (8) feet north of the north line of West 31st street, the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of eleven and six hundred and eighty-five thousandths (11.685) feet above city datum.

Monument Number Eighty-six (86), located at a point ten (10) feet west of the east line of South 40th avenue and seven (7) feet north of the north line of West 31st street; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of thirteen and six hundred and fifty-seven thousandths (13.657) feet above city datum.

Monument Number Eighty-seven (87), located at a point ten (10) feet north of the south line of West 39th street and two and one-half (2½) feet east of the west line of South Ashland avenue (produced from the south), the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and four hundred and twenty thousandths (12.420) feet above city datum.

Monument Number Eighty-eight (88), located at a point nine and one-half (9½) feet west of the east line of South Emerald avenue and two and one-half (2½) feet north of the north line of West 47th street, the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and two hundred and forty-three thousandths (12.243) feet above city datum.

Monument Number Eighty-nine (89), located at a point ten (10) feet south of the north line of West 39th street and twenty-three (23) feet west of the west line of South Artesian avenue (produced from the south); the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and eight hundred and twenty-six thousandths (12.826) feet above city datum.

Monument Number Ninety (90), located at a point nine and three-tenths (9.3) feet west of the east line of South Marshfield avenue and thirteen and one-half (13½) feet north of West 47th street; the bench point thereof (or top

of copper rod showing at the surface of the concrete under the iron cover), having an elevation of fourteen and five hundred and eighty-seven thousandths (14.587) feet above city datum.

Monument Number Ninety-one (91), located at a point nine and one-half (9½) feet east of the west line of South Western avenue and twenty-eight and one-half (28½) feet north of the north line of West 47th street; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of eleven and eight hundred and seventy-six thousandths (11.876) feet above city datum.

Monument Number Ninety-two (92), located at a point twelve (12) feet east of the west line of South Peoria street and twenty-five and one-half (25½) feet north of the north line of Garfield boulevard; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and eight hundred and four thousandths (12.804) feet above city datum.

Monument Number Ninety-three (93), located at a point ten and three-tenths (10.3) feet west of the east line of South Marshfield avenue and twenty-eight and eight-tenths (28.8) feet north of the north line of Garfield boulevard; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twelve and five hundred and sixty thousandths (12.560) feet above city datum.

Monument Number Ninety-four (94), located at a point six (6) feet south of north line of West 54th street and twenty-three (23) feet east of the east line of South Artesian avenue; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of fifteen and six hundred and thirteen thousandths (15.613) feet above city datum.

Monument Number Ninety-five (95), located at a point seventeen and one-half (17½) feet west of the east line of Wabash avenue and thirty-nine and three-tenths (39.3) feet north of the north line of 63d street; the bench point thereof (or top of copper rod showing at the surface of the concrete under the iron cover), having an elevation of twenty-two and one hundred and ten thousandths (22.110) feet above city datum.

Monument Number Ninety-six (96), located at a point twelve (12) feet west of the east line of South Green street and twenty-eight (28) feet south of the south line of West 63d street; the bench point thereof (or top of copper rod showing at the surface of the concrete, under the iron cover), having an elevation of fifteen and eight hundred and fifty-six thousandths (15.856) feet above city datum.

Section 2. The height as above fixed shall refer in each and every case to the bench point, or top of copper rod in each monument, that shows at the surface of the concrete under the iron cover, and shall be measured from the plane of low water in Lake Michigan of A. D. eighteen hundred and forty-seven (1847), established by the Board of Trustees of the Illinois and Michigan Canal; adopted by the late Board of Public Works of the City of Chicago, County of Cook and State of Illinois, and now represented by the ordinance of July eleventh (11th) A. D. eighteen hundred and ninety-eight (1898) relating to the corrected elevation of the old Lind Block bench mark above city datum.

Section 3. This ordinance shall be in force from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee

on Finance on the claims of Timothy Caddigan, Thomas McPhillips, David Keyer and William Teehan, deferred and published February 4, 1907, page 2858.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue vouchers in favor of the following named persons in the amounts set opposite their names, and the Comptroller is ordered to pay the same from the Water Fund, said vouchers to be in full of all claims of whatever kind or nature arising from or growing out of injuries received by the said persons on the dates named, provided that said vouchers are not to be issued nor payments made thereon until the persons named have signed releases of all claims for injuries received on the dates stated:

Timothy Caddigan, injured July 18, 1906, W. P. Extension.....$ 52.50
Thomas McPhillips, injured August 1, 1906, Springfield Avenue Pumping Station 100.00
David Keyes, injured October 23d, 1906, W. P. Extension 100.00
William Teehan, injured October 25th, 1906, W. P. Extension 108.75

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Patrick Fedigan for compensation for personal injuries, deferred and published February 4, 1907, page 2859.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher, in accordance with his recommendation of January 31st, 1907, attached hereto, to Patrick Fedigan in the sum of thirty-eight and fifty one-hundredths dollars ($38.50), same to be in full of all claims for injuries received on December 14th, 1906, at Lawrence avenue Pumping Station, and the Comptroller is ordered to pay the same from appropriations for intercepting sewers.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works in regard to extension of time for the completion of a contract with the James A.

Brady Foundry Company for castings, deferred and published February 4, 1907, page 2859.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with the James A. Brady Foundry Company to extend the time for the completion of contract with said Company for furnishing castings to the city, to December 22nd, 1906, in occordance with his request and recommendation of January 30th, 1907, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claims of Louis Deike and others for rebates of special assessments, deferred and published February 4, 1907, page 2859.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized and directed to cause rebates to be paid to the following named persons, of special assessments paid for laying water supply pipes on Sixteenth street under warrant 22947, and when rebate vouchers, properly approved by said Board of Local Improvements, have been made, the Comptroller shall pay the same from the Water Fund:

Louis Deike,
Mrs. Marooney,
James McNally,
Susan Webb,
John Hillis.

Certificate of deposit for redemption, County Clerk's certificate of issuance of deposit of redemption and two original special assessment receipts, covering the above mentioned payments, are attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claims of Peter Cooney and others for damages on account of the building of the 39th street intercepting sewer, deferred and published February 4, 1907, page 2860.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race —67.

Nays—None.

The following is the order as passed:

Ordered, That the Corporation Counsel be and he is hereby authorized to allow judgments to be taken against the city in favor of the following named persons in the amounts set opposite their names, provided that such settlements can be carried through without prejudice to the rights of the city under the agreement of the Chicago Star Construction and Dredging Company, guaranteed by the National Surety Company, to pay all such damages as may be suffered by the city on account of the construction of the Thirty-ninth street intercepting sewer, said judgments to be allowed in the several suits heretofore brought against the city as follows:

In the Superior Court: Cooney vs. City. Van Vlissingen vs. City. In the Circuit Court: Shaw vs. City. Donohue vs. City. Nora Callahan vs. City. Thomas Callahan vs. City. John Callahan vs. City. Haley vs. City. Wetzel vs. City. McCarthy vs. City.

In allowing these judgments the Corporation Counsel shall take such action as is necessary to save the city's rights against the Chicago Star Construction and Dredging Comapny and the National Surety Company, which is on the bond of the dredging company.

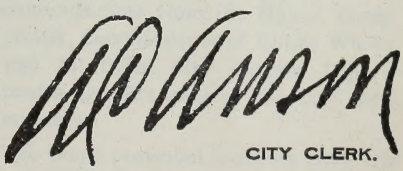
Peter Cooney	$1,000.00
Michael T. Haley	500.00
James A. Wetzel	750.00
Nora Callahan	500.00
Thomas Callahan	925.00
John Callahan	1,000.00
Patrick McCarthy	500.00
M. J. and J. Donohue	850.00
John Shaw	500.00
Peter Van Vlissingen	500.00

This action is taken in accordance with the several opinions and recommendations of the Corporation Counsel attached hereto.

ADJOURNMENT.

Ald. Foreman moved that the Council dispense with further business out of respect to the memory of Ald. Ulihr's mother, and that it do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, February 18, 1907, at 7:30 o'clock p. m.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Monday, February 18, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, February 20, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badendoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. McCoid, Harris, Hoffman, Nowicki and Burns.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, February 11, 1907, without reading.

The motion pevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented a report from His Honor, the Mayor, containing the following list of names of the persons released from the House of Correction during the week ending February 16, 1907, together with the cause of each release:

Jas. A. Brown, released for wife.

Jos. Bornowski, released for wife.

Wm. Thorn, released for James Long.

Jennie Ross, released for Annie Rudutham.

DeWitt C. Nichols, released for Ald. Kenna.

Jas. O'Leary, released for Ed. Diedrich.

Geo. Murmann, released for Rudolph Fick.

Max Schwartz, released for Ald. Beilfuss.

Robt. Martin, released for mother.

Fred. Benjes, released for wife.

John Connolly, released for wife.

Chas. King, released for Major Buckner.

Robert Agnew, released for wife.

John Durkin, released for J. Rothschild.

Abe Cohen, released for Ald. Dailey.

Joe Boyle, released for H. P. Downey, on payment of $28.50.

Morris Cohen, released for Joseph Strauss.

Which was ordered published and placed on file.

ALSO,

The following communication:

MAYOR'S OFFICE,
February 18, 1907.

To the Honorable, the City Council:

GENTLEMEN — By virtue of the authority conferred upon me, I hereby appoint Charles P. O'Brien as Assistant Harbor Master, vice Emil Fauer, and respectfully ask the concurrence of your Honorable Body.

Respectfully,

E. F. DUNNE,
Mayor.

Ald. Bradley moved to concur in the appointment made in the foregoing communication.

The motion prevailed.

ALSO,

The official bond of Chas. P. O'Brien as Assistant Harbor Master, in the penal sum of five thousand ($5,000.00) dollars, with John E. Fitzpatrick and Charles J. Joyce as sureties.

Ald. Scully moved to approve the bond.

The motion prevailed and the bond was approved by yeas and nays as follows:

Yeas — Kenna, Coughlin, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—54.

Nays—None.

CITY CLERK.

The City Clerk presented a report containing the following list of acceptances and bonds under ordinances filed in his office since the last regular meeting of the Council:

Acceptance, Receiver of C. T. T. Ry. Co., ordinance of October 22, 1906; acceptance and bond, Nelson Morris & Co., ordinance of January 15, 1907; acceptance and bond, Drexel Cafe Company, ordinance of January 15, 1907; acceptance and bond, Grand Crossing Tack Company, ordinance of January 21, 1907; acceptance and bond, Schram Bros., ordinance of January 15, 1907; acceptance and bond, Horace E. Horton, ordinance of January 15, 1907.

Which was placed on file.

ALSO,

A report of the failure on the part of the Garden City Fuel Company as grantee to file acceptance of ordinance of January 15, 1907.

Which was placed on file.

ALSO,

Resolutions adopted by the Nordwestseite Turnerschaft Association protesting against the passage of certain street railway ordinances.

Which was placed on file.

ALSO,

The claim of James Colfer for damages on account of personal injuries to children (James and Stephen); claim of Mrs. Jessie Hogle for rebate of special assessment; claim of Alois and Mary Mueller, and the claim of L. Dykema for cost of altering buildings on account of change in street grade, which were

Referred to the Committee on Finance.

ALSO,

The following communication, which was placed on file:

GALESBURG, Ill., February 11, 1907.

City Clerk, Chicago, Ill.:

DEAR SIR—The following resolutions have been adopted by the City Council of the City of Galesburg, and are self explanatory:

WHEREAS, Representative E. J. King has introduced in the Illinois Legislature, House Bill No. 17 which, if the same became a law, would give to cities the right to regulate the price of gas and electricity, and the standard of quality thereof, and also provide for the inspection of such gas and electricity; and,

WHEREAS, The enactment of such a law would result in great benefit to the citizens of Galesburg, as well as to all citizens of other cities; therefore, be it

Resolved, By the City Council of the City of Galesburg, Illinois, that we endorse and approve House Bill No 17 as a measure in the interest of the people, and one that should become a law; be it further

Resolved, That a copy of these resolutions be sent by the Clerk to the Hon. E. J. King, Hon. M. J. Daugherty, Hon. B. M. Chipperfield, and Hon. C. F. Hurburgh, and that they are hereby requested to vote for said bill, and use all honorable means to make it a law; be it further

Resolved, That a copy of these resolutions be mailed by the Clerk to all cities in this State having a population of over 10,000, with a request that they adopt similar resolutions and request their respective representatives and senators to vote for the same, and use all honorable efforts to secure its passage.

L. F. BROWN,
City Clerk.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

CITY COLLECTOR'S OFFICE,
February 18, 1907.

To the Hon. Edw. F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,
City Collector.

The Chicago Turngemeinde, 257 North Clark street.

Calumet Singing Society, 9233 Houston avenue.

Columbus Singing Society, 10459 Avenue M.

Unab Krank & Sterb Verein von Gage Park, 1800 West 48th street.

Herder Frauen Verein, 368 West 12th street.

Bohemian Benevolent Association, 720 Allport street.

Plattdeutsche Gilde, Garfield Park, 1859 West Madison street.

Bakery, Pie, Cracker and Yeast Wagon Drivers Union, Peck court and Wabash avenue.

Columbia Knights, 401 Webster avenue.

Schiller Singing Society, 876 Milwaukee avenue.

Dorethey Frauen Verein, 876 Milwaukee avenue.

Grand Crossing Turn Society, 75th street and Dobson avenue.

Ungarischer Music Verein, 842 Clybourn avenue.

Vrtak Society, 1116 Kedzie avenue.

Bohemian-American Society, 585 South Centre avenue.

Dobrzinski Congregation Dorash Tow, Emma and Noble streets.

Nippersink Benevolent Base Ball Association, 1203 West North avenue.

Companion Court, New Monitor No. 427, 1630 North Clark street.

Bohemian Singing Society, Karel Marx, 612 West 18th street.

Machinery and Safe Movers Union No. 714, 237 Milwaukee avenue.

La Mar Athletic Association, 324 East Division street.

Pinsker Relief Society, 321 South Centre avenue.

Dvorak Base Ball and Aid Association, 48th and Honore streets.

Runan Lodge No. 7, I. O. V., 5322 South State street.

Spolek Plzenskych Pasaku, 821-5 South Ashland avenue.

Platdeuche Gilde No. 23, 1995 North Ashland avenue.

Lincoln Singing Society, 1995 North Ashland avenue.

Turn Verein Lincoln, 1381 Diversey boulevard.

Kranken Unter. Verein Deutsch Musicer von Chicago, 162 North Clark street.

Belle Plaine Tent 85, K. O. T. M., 1351 Diversey boulevard.

Valhalla Orchestra I. O. V., 6058 Morgan street.

Society Kronen, 90 North 48th avenue.

Steam Power Council, 162 North Clark street.

Austria Galicia Aid Society, 50 Throop street.

Downey Athletic and Aid Association, 53d street and Ashland avenue.

Miner Lodge No. 4, I. O. S., 1739 Milwaukee avenue.

Ederheimer, Stein & Co. Employes Benevolent Association, 447 West Taylor street.

Warsaw Benevolent Association, 444 West Taylor street.

Nordstjernan Society, 3143 South State street.

Orpheum Benevolent Charity Association, 22d street and Wabash avenue.

Court Glory, C. O. F., No. 3510, North avenue and Halsted street.

N. W. Burger Verein, 1400 Clybourn avenue.

Social Turner Kranken U. Verein, 701 East Belmont avenue.

Sociale Liedertafel, 701 East Belmont avenue.

St. Michael Society, R. K. 267, 8335 Ontario avenue.

Lessing Lodge No. 15, Ashland avenue and Division street.

Camp 4545 Modern Woodmen, 40th and North avenues.

Rovnost Society, 3361 Grand avenue.

Union Grove Tent 106, K. O. T. M., 1168 West 12th street.

Baker Gesang Verein, North avenue and Halsted street.

Society Thora, Wabansia and California avenues.

Filodramenatico Club, 257 North Clark street.

Brighton Hive Benefit Society, 3421 South Halsted street.

Society Vaga, 324 East Division street.

Svithiod Lodge No. 1, I. O. S., 257 North Clark street.

Crown Home Benevolent Association, 588 West 18th street.

Lodge Berta Zasmucka, 400 West 18th street.

Social Few Benevolent Club, Noble and Emma streets.

Humboldt Tent No. 26, K. O. T. M., 501 West North avenue.

Immergrun Lodge No. 14, 501 West North avenue.

Luxemburger Burder Bund, 5259 South Ashland avenue.

International Association of Machinists, 35th street and Indiana avenue.

North End Maennerchor, Lincoln and Robey streets.

Ashland Aid Society, 676 North Ashland avenue.

West Side Harmonie, 714 Blue Island avenue.

Hessen Darmstadter Unter. Verein, 3143 South State street.

Harmony Quartette Association, 701 East Belmont avenue.

The Switchmen's Union N. A. League, 3143 South State street.

Brewmasters Association of Chicago and Vicinity, 257 North Clark street.

Sheridan Bowling Benevolent Club, Grace and Halsted streets.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented the following communication and order from the Commissioner of Public Works:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, February 18, 1907.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In Robey street, from 58 feet south of Summerdale avenue, southward 46 feet; size, 8 inches. Probable cost, including hydrants and basins, $110.55 Pays 10 cents.

In Rockwell street, from 16th street to 17th street; size, 8 inches. Probable cost, including hydrants and basins, $475.20. Pays 16 cents.

WM. L. O'CONNELL,
Commissioner of Public Works.

Ald. Foreman moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

ALSO,

A report from the Superintendent of Maps concerning frontage consents on a petition for a street railway in North Western avenue, from Belmont avenue to Berwyn avenue, which was

Referred to the Committee on Local Transportation.

CORPORATION COUNSEL.

The Clerk presented the following report from the Corporation Counsel, which was deferred and ordered published:

OFFICE OF CORPORATION COUNSEL,
February 15, 1907.

To the Honorable, the City Council:

GENTLEMEN—I have the honor to respond to the resolution of your Honorable Body, introduced by the Honorable Member of the Seventh Ward, Alderman Snow.

The resolution directs itself to the inquiry as to the work of the Corporation Counsel's office, compensations paid, number of men engaged.

At the outset I beg the liberty of en-

forcing upon your attention that under the law pertaining to the Corporation Counsel he is responsible for all employes, assistants, as well as all doings engaged or committed under his name.

I most respectfully insist that, as I am willing to accept approval for conduct meriting commendation, it is my duty to accept criticism if there be anything the subject of condemnation. I respectfully urge that upon no other person whatsoever should this responsibility rest, and I beg the privilege to protest against any other person, official or private, being called upon to bear, to any degree whatsoever, what may be regarded by any one errors of the conduct of the Law Department. I take the full responsibility as well as the full consequences.

I beg to invite your Honorable Body—in answer to the preamble of the resolution—to the fact that the Law Department, under my command, has been compelled in the last year to dispose of and conduct litigation, in number of cases and amount involved, of more than six times that disposed of in the full term of my honorable predecessors, and with less force of men and with less money paid out. This was not because my predecessors did not bring to bear the greatest diligence and ability in the discharge of their duty, but because of the clog in the business of the courts, which was not removed until just as I assumed the office, when, through the change of courts and the addition of courts, the blockade was removed and the whole heap came tumbling down upon the present administration for attention and disposal.

In this connection I beg to advert to a statement which has gone to the public, through misinformation given to a reputable press, towit: That the expenses of this office have within the last three months, or quarter, been in excess of those incurred in any similar period in years preceding. I beg to say that, notwithstanding the fact that the office has been compelled to conduct a greater volume of litigation and business in this period of time than was ever conducted in any similar length of time, it has done so with less cost than that expended in any preceding similar period. To illustrate:

In 1904, for the months of October, November and December, the legal expenditure was $18,714.31.

In 1905, for the months of October, November and December (which included a large portion of the traction litigation), the legal expenditure was $20,043.42.

In 1906, for the months of October, November and December (including all the litigation and expenses I have referred to), the sum is $16,032.03.

Thus you will see that the amount expended in 1906, instead of being in excess, is less by $2,000.00 than that expended in 1904 and less by $4,000.00 than that expended in 1905.

I beg to call to your attention—referring to the general sums expended for the whole of the years 1904, 1905 and 1906—that the sum of $47,000.00 (salaries of the Special Assessment Law Department) was chargeable to the Board of Local Improvements. In 1905, that particular sum was added to the expenditures of the Corporation Counsel's office. Thus there appears to be an increase against the Corporation Counsel's office, which in fact is merely a transfer of the account of the Law Department of the Board of Local Improvements from the books of the Board of Local Improvements to those of the Corporation Counsel.

The total for 1905, including part of the year 1904, of amounts paid in salaries and special vouchers, was $143,459.97.

The total for 1906 of amounts paid in salaries and special vouchers was $148,441.76, an increase of only $5,-

000.00, notwithstanding the magnitude of the increase of the business which had to be discharged in 1906, as hereafter appears—being six times of volume and twenty times the amount.

SPECIAL COUNSEL PAID BY THEIR COLLECTIONS.

Here I beg to call to the attention of your Honorable Body an important fact. It is: That all of the special counsel of the City of Chicago employed under my administration have been paid out of the earnings of their own collections; that whatever sum has been paid to any of the employes of the Corporation Counsel's office has been paid without taking, in the net result, one cent from the Corporation Counsel's general allowance as appropriated by the Council for the expenses of the office; without taking one cent from the tax payers out of the general fund; and without the expenditure of one cent of any money whatsoever provided for the expenditures of the Law Department.

From the sources of what have been heretofore regarded as defaulted bonds, dead warrants, collections barred by limitation of time and other obligations which the city has held within and more than ten years, the counsel employed by me, under my directions, have collected more than enough to pay the salaries of the employes of the Corporation Counsel's office, special counsel fees, law books, stationery and every other conceivable item of costs and expenditure, leaving all the volume of the court litigation conducted by the city done for the city without the expenditure of one penny. I illustrate: Under the most diligent attention of the Comptroller there was brought to the Corporation Counsel's attention warrants and outstanding old indebtedness, amounting to hundreds of thousands of dollars, which I ordered collected by such proceedings as the law would permit, under my directions, placing the same under the general supervision of Assistant Corporation Counsel Lee D. Mathias, under whose vigilant attention, aided by the special assistants I placed at his service (paid only upon a percentage of their collections), the sum of $230,755.89 was collected. I attach a report of the Comptroller certifying to this result, together with a list of the warrants and debts secured by the city in the manner here pointed out. This report is marked "Exhibit A." You will see that this sum alone is far in excess of all the sums, of every wise whatsoever, paid to the whole Law Department of the City of Chicago for counsel fees and salaries of assistants.

In the City Prosecutor's office, where many of the assistants named in my list were assigned, I ordered the collection of old fines of justices which had been removed for some reason, and old bonds forfeited but not collected, and old costs that should have been collected, placing at the head of this work Mr. Vincent H. Perkins, who brought to bear exceptional diligence, and, with the aid of special assistants placed under him, ravaged the police courts and the justices with investigations, suits and other proceedings, and under the supervision of the office conducted by the Hon. Howard S. Taylor, from these different proceedings, long abandoned by the city, $5,000.00 in cash was collected for 1905; and $15,000.00 for the matters through the years 1904, 1905 and 1906. In other words, $20,000.00 of dead matter was revived and put into the city treasury, which exceeds by $16,500.00 the full sum for all the money paid for special assistants to that department. I beg append report of Mr. Vincent H. Perkins, marked "Exhibit B," in support of these items.

TAXES.

I beg to report that many of the special assistants employed by me were likewise put to work on contingency, addressing their labors, under my directions, to the increasing of assessments

against property and the compelling of delinquents to pay taxes. I beg to report that through this labor on the part of these men, under my direction, the sum of more than $3,000,000.00 was added in excess to what otherwise would have been secured and to what otherwise had been secured through the taxing bodies of the City of Chicago. I beg to suggest that the Board of Review and the Board of Assessors are entitled to much credit in this direction, because, while it is true I was forced to resort to the courts to reverse the Board of Review, it had to follow the constructions of the law which had been previously given by eminent counsel and respectable sources. After these victories in the courts the Board of Review freely followed the directions of the judges, and as a result of their conclusion, much secured in this direction must be attributed. State's Attorney Healy was so constantly crowded with the business of the State on the criminal side that it was impossible, with the demand for trial on the part of the defendants, for him to provide counsel to the Board of Review—the counsel previously attending having resigned—there was left only the Corporation Counsel's office to conduct this work in its entirety, in which, however, it had the privilege of the services of the attaches of the State's Attorney and County Attorney and such co-operation as could be had under the existing circumstances. However, it was the Corporation Counsel's office conducted the investigations, secured the evidence and figures from all markets and places available, the Corporation Counsel himself making the legal arguments, in most cases personally attending, through the heat of all the summer and thus affording the Board of Review the basis and evidence upon which the judgments came forth.

You will observe that if there had been no collections from the different subject matter which I have heretofore pointed out, and nothing but the work of the taxes accomplished, the expenses of the Law Department could have been paid out of this excess alone, and still without taking one dollar from any of the appropriations or from the tax payers, as previously provided, and leave to the city an excess to the treasury of more than $1,250,000.00. I beg append the report of Mr. Maxwell Edgar, together with references to the books of the Board of Review, Board of Assessors and Board of Equilization, fortifying these items of detail, marked "Exhibit C."

May I take the liberty to bring to the attention of the Honorable Council that, aside from all of these results—from what is generally known as the work outside of what the Corporation Counsel's office is assumed to be under obligation to do—I found when I entered in my administration many judgments against the city,, two of which can be noted, one in excess of $550,000.00 in favor of Weir, McKechney & Co. against the city for damages, which had been affirmed through all the courts against the city. This was taken hold of through the excellent services of my assistant Mr. Sutherland and his aid, Mr. Frank W. Walker, and, under my direction, this final judgment was overturned, the verdict set aside, a retrial had, the verdict wiped out and a judgment entered in favor of the city and for all costs which had heretofore been paid out by the city or for which the city had incurred liability.

The next was a decision of the courts compelling the city to remove the Van Buren Street Tunnel, at the cost of the city, for what would have been $650,000.00 in actual expenditure and $50,000.00 in incidental expenses. It fell to my lot personally to assume this case, with the aid of Mr. Granville W. Browning, whose services command my commendation, and a reversal by the Supreme Court of the United States was secured which wiped out this judgment against the city; affirmed the State Su-

preme Court in charging the expenses to the railway company, and thus not only saved the city from paying these judgments but also recovered back the costs which we had been put to. The city was saved more than $1,000,000.00 of judgments which had previously received the sanction of the courts against the city.

In this connection may I also make note that in most of the litigation involving the taxes and collections heretofore referred to, wherever the city was successful in securing the taxes it likewise secured the return of all expenses and costs incurred for special attorneys' fees and costs of court previously expended to secure the result in favor of the city. However, such does not appear from the Corporation Counsel's bookkeeping, for the reason I never would allow any assistant to take his fees out of his collections and turn the net over to the Comptroller. I would pay them all upon a percentage basis in proportion to what they collected, but would pay them on a voucher straight from my funds and compel them to return the whole of their collections to the Comptroller. This was to provide for a system to prevent any man from handling the cash of the City of Chicago. It was also to provide that no receipts or compromise should be made whatever, that was not done through the Comptroller or the honorable Finance Committee of the Council. Thus the expenditure for these services would be made by me with no credit appearing opposite showing the amount of collections from which the percentage was taken.

As an example, the Board of Review, upon advice of counsel, subsequently sustained by the lower courts, refused to place any taxes upon the Chicago Tunnel. After I secured a reversal of these rulings from the Supreme Court, having as my assistants, E. N. Zoline and J. P. O'Shaughnessey, I secured an assessment from the Board upon the basis of $3,000,000.00, yielding to the city $127,000.00 cash. I had expended for these assistants and court costs $1,840.00 through the whole proceedings of this test fight. But in excess to the taxes secured, I made the tunnel company pay to the city $2,250.00 to cover all the costs and expenses and special attorneys' fees and such Supreme Court costs as might arise in executing and bringing about obedience to the order of the Supreme Court. Yet this offset only appears in the Comptroller's books.

The cases disposed of in this office, by number and amount involved, are shown by a list which has been prepared for your Honorable Body by this office, through the docket clerk of this office, and which are at the service of your Honorable Body, but which are withheld at this time rather than encumber this report, and will be sent to such Committee as your Honorable Body may commit this report, said list showing the great number of cases which fell to be taken care of by the present Corporation Counsel's office in the manner heretofore pointed out.

CITY ATTORNEY'S OFFICE.

I beg leave to transmit the report of Assistant Corporation Counsel John R. Caverly, Acting City Attorney, for the period requested in the resolution of your Honorable Body.

At the outset I beg to call to your attention that the office, on the first of January, fell under my control by virtue of the operation of the act of the Legislature; and here I beg to correct what likewise has crept through the public press, through some error of misinformation, to-wit, that the matters of January, 1907, were less in number of cases and in excess of expenditures of January, 1906. The contrary exists to a degree that is worthy to be noted. To illustrate: In January, 1906, 8 cases were tried by the City Attorney's office; January, 1907, 49; disposed of finally, January, 1906, 75; January,

1907, 115. Here you will note that the number of cases disposed of under my administration was three and four times that disposed of under the administration of Mr. Smulski. The judgments against the city for January, 1906, were $22,211.00; in January, 1907, though three and four times as many cases were disposed of, the judgments were only one-half as much, or $10,265.00.

The disparity of the number of cases tried under Mr. Smulski and that under Mr. Caverly, through my direction, was due likewise to the congestion of the courts, which prevented Mr. Smulski from proceeding any faster at that time than the record discloses, but which being relieved by the Municipal Courts placed this extra burden upon my administration.

The expenses of the office, excluding salaries, in January, 1906, were $5,391.-00; in January, 1907, $6,820.00, an excess of only $1,000.00, approximately speaking, with an excess of three and four times the number of cases conducted and disposed of. I beg to append the report of my assistant, Mr. Caverly, disclosing the items upon this subject and calling to your attention how the municipal courts have increased the burdens as well as the expenses of the office and the necessity of the employment of more men, and which I wish, in justice, to point out is responsible for the fact that this office has tried so many more cases than Mr. Smulski, as Mr. Smulski had no courts in which he could try them, while all of the cases which have been pending trial have fallen upon the present administration to conduct. See "Exhibit D."

Might I take the liberty here to call to your attention the saving of the city in this, that heretofore the City Attorney as an officer received $6,000.00 a year. Under the present conditions the Corporation Counsel is made to be responsible for the conduct of the affairs of the City Attorney's office and is not allowed one dollar.

I here beg to append a summary of the special assistants and the line of work to which their services were addressed.

Mr. Granville W. Browning was retained in the cases which he had been conducting under the administration of Ex-Mayor Harrison, and will be compensated according to the work remaining to be done. Mr. A. L. Gettys acted as assistant under his direction; likewise Mr. David R. Levy, who was also under the administration of Ex-Mayor Harrison.

I did not and do not regard it wise to take cases out of the hands of lawyers who are conducting them properly merely because of political or partisan affiliations of the particular counsellor.

Mr. Jacob G. Grossberg was designated, with the advice of the Mayor, as counsel to the Transportation Bureau, and has as his assistant Mr. Addison Blakely, and as examiner, Mr. Herman Meyersburg.

Mr. Henry M. Ashton and David K. Tone were designated by the Mayor as proper men to be appointed by me to conduct the litigation as my assistants in those cases known as Mills v. City, being the gas case and in the test for taxes against the street railways, both causes still pending. A bill of Mr. David K. Tone of more than $2,000.00 is still unpaid, and, with others, will be sent to the Finance Committee. I must correct the misapprehension that has gone abroad that $6,600.00 was paid Mr. Tone by the Mayor as fees, in my absence. The $6,600.00 paid to Mr. Tone was merely given to him to pay the clerk of the Supreme Court of the United States as costs due in the case now pending of Raymond et al. v. The City Railway, etc.—the tax case. The records of the Comptroller's office show receipts from the Supreme Court clerk of this amount.

Major Tolman was retained by me in matters with which he had been con-

nected previous to the advent of my administration and in which his excellent services were commanded out of due regard for the public service.

Mr. Maxwell Edgar served as investigator of the statistics, reports and valuations in matters touching the tax contest, and with him were Mr. E. N. Zoline, who, in a single case, as shown by his report, under my direction, secured more than $30.000.00 to the treasury of the city; and Mr. John C. Richberg, Mr. John P. O'Shaughnessey, Mr. D. W. Sullivan, Mr. J. N. Duffy, Mr. Wm. B. Fleming, Mr. Park Phipps, all being engaged in the tax matters, and wholly and solely compensated only in proportion as the amount paid bore percentage not exceeding five per cent. in most cases, and never in excess of ten per cent. in any, and in a great many not equaling one per cent. of the results secured in actual collections.

Mr. W. H. Sexton was retained in the two cases which were personally in his hands before he left the Corporation Counsel's office and which had been partly tried by him while in this office. He was aided by Mr. C. E. Kremer, who had been assigned in the previous administration and retained by me in those cases involving matters of admiralty.

Mr. C. D. Foss and Mr. M. T. Normoyle were appointed as investigators to aid Mr. Sutherland, night and day, in the Weir-McKechney case.

Mr. Walter L. Fisher and Mr. Samuel Adams, aided by Mr. Daniel J. Murphy, addressed their services solely to the traction litigation and Transportation Committee, under the directions of the Mayor, and, in my judgment, rendered most commendable service in point of attention and time given.

Mr. J. Butler acted as examiner in obtaining evidence in the matter of the Gage farm controversy, looking up witnesses who could testify to ancient matter, in order to preserve to the city more than $170,000.00 worth of real estate, heretofore regarded as lost, but which, under my direction and the service of Mr. Zoline, has been saved to the city, the said real estate satisfying the forfeiture upon the bond of the City Treasurer.

Mr. Edward J. Darragh, together with Mr. Rocco De Stefano, Mr. George L. Reker and Mr. Jas. C. O'Brien, aiding Mr. Frank C. Souhrada, Assistant Corporation Counsel, have been employed in matters of collections by justices of the courts, which matters are regarded as live, but which have to be collected by levying the judgments in certain quarters. They all have paid for themselves in the manner heretofore pointed out.

Mr. George F. Milligan has been acting as assistant and aid in certain litigation conducted by Mr. Barge, while Mr. Roy D. Keehn, Mr. Walter T. Stanton and Mr. H. R. Harris have rendered Mr. Mathias assistance in matters shown by report marked "Exhibit E."

Mr. Edward F. Bogart and Mr. Samuel C. Herrin were paid by me, but did their work in trying cases for the City Attorney's office; likewise Mr. D. J. M. Malmin, doing work in the municipal courts, as disclosed in the more general report.

I beg to transmit herewith something of a general report of the finances; also the names of the counsel and the amounts obtained by them, together with the fees paid out, that your Honorable Council may have the same for any information which your resolution seems to comprehend.

You will note from this list that the money paid in 1904 was for counsel retained in certain litigation because of the importance of keeping that litigation in the hands of the counsel who had been conducting it skillfully. In 1906 Mr. Beckwith was retained in the "loop" litigation and in certain civil service cases in which he has rendered splendid service to the city. The same must be

said of Mr. Roswell B. Mason and Mr. Mitchell Follansbee, who had charge of certain street litigation, preserving one of the streets of the city after the same had been regarded as lost. The work of Mr. Duffy and Mr. Fleming, Mr. Edgar, Mr. Richberg and Mr. O'Shaughnessey cannot be commended too highly, in view of the results secured, under my direction, from the taxing bodies of the State. Much of the information I secured for the taxing bodies came to me through the results of my personal investigation and personal services and from sources of an important and confidential character, which I could not disclose without injury to the public service, but which it gave me great pleasure to confide to the Honorable Chairman of the Finance Committee and the Comptroller and placed at the service of any executive session of the Finance Committee, to the end that they may see for what the Corporation Counsel's office has had its expense, apart from the results secured and to whom.

I also send herewith pay-roll, disclosing the items of the different departments with which I have had to do, and the amount secured by each and all, to the end that your Honorable Body may see that the conclusion I have heretofore pointed out, to-wit, that the special collections upon what heretofore was regarded as doubtful, if not wholly dead matter, have paid the expenditures for salaries, special voucher fees, special charge and expenses of the Law Department.

In conclusion may I be permitted to commend the very excellent practice of calling for reports from the different departments of the city, to be made to the people, through their representatives, the City Council, and to commend such diligence as is disclosed by Alderman Snow, and to be bold enough to express the hope that such may serve as a precedent to be applied to all departments, to the end that by such diligent attention, laxity, incompetence or extravagance may be avoided.

With respects to your Honorable Body, I remain,

Very obediently,

J. Hamilton Lewis,

Corporation Counsel.

GENERAL SUMMARY.

February 14, 1907.

Statement of the amount expended by the Corporation Counsel's office for salary and special services paid by voucher during the years 1904, 1905 and 1906. I wish to state that in the year 1904 the Special Assessment Law Department was not directly charged to the Corporation Counsel's office, but was attached to the Board of Local Improvements, which explains the difference in the amount paid for salaries of that year and the years 1905 and 1907.

	Salary.	Special Voucher.	Total.
1904	$47,365.75	$49,725.88	$ 97,091.63
1905	67,280.31	76,179.66	143,459.97
1906	84,812.12	63,629.64	148,441.76

RECAPITULATION.

1904.

October	$ 5,889.16
November	2,850.64
December	9,974.51
Total	$18,714.31

1905.

October	$ 2,933.33
November	565.00
December	16,545.19
Total	$20,043.42

1906.

October	$ 1,474.00
November	6,888.43
December	7,669.60
Total	$16,032.03

OCTOBER, 1904.

Roswell B. Mason, Special Counsel	$ 198.75
Wm. H. Arthur, Special Counsel	198.75
Roman G. Lewis, Special Counsel	166.66
Granville W. Browning, Special Counsel	200.00
David R. Levy, Special Counsel	200.00
Moses, Rosenthal & Kennedy, Special Counsel	2,000.00
Edwin Burritt Smith, Special Counsel	1,300.00
John C. Mathis, Special Counsel	1,500.00
Chas. A. Hale, Expert Real Estate Witness	125.00
Total	$ 5,889.16

NOVEMBER, 1904.

Wm. H. Arthur, Special Counsel	$ 210.00
Roswell B. Mason, Special Counsel	210.00
Roman G. Lewis, Special Counsel	333.32
David R. Levy, Special Counsel	200.00
Granville W. Browning, Special Counsel	213.00
C. E. Kremer, Special Counsel	392.60
Colin C. H. Fyffe, Special Counsel	100.00
Edwin White Moore, Special Counsel	965.50
Alfred C. Mace, Expert Real Estate Witness	100.00
D. B. Hutchinson, Expert Real Estate Witness	75.00
Fanny B. Little, Extra Stenographer	51.22
Total	$ 2,850.64

DECEMBER, 1904.

David R. Levy, Special Counsel	$ 600.00
Granville W. Browning, Special Counsel	400.00
Roswell B. Mason, Special Counsel	200.00
Wm. H. Arthur, Special Counsel	200.00
David T. Watson, Special Counsel	5,000.00
E. W. Moore, Special Counsel	850.00
Peirce & Fisher, Special Counsel	786.20
John C. Mathis, Special Counsel	250.00
C. R. Adams, Special Counsel	250.00
Roman G. Lewis, Special Counsel	166.66

Stillman B. Jamieson, Master's fee	331.27
Florence Bissell, Extra Stenographer	165.23
Fanny B. Little, Extra Stenographer	30.15
Chas. A. Hale, Expert Real Estate Witness	25.00
Alfred C. Mace, Expert Real Estate Witness	75.00
R. H. Baldwin, Expert Real Estate Witness	45.00
Roswell B. Mason, Special Counsel	225.00
Wm. H. Arthur, Special Counsel	225.00
Henry Schofield, Special Counsel	150.00
Total	$ 9,974.51

OCTOBER, 1905.

Edgar B. Tolman, Special Counsel	$ 625.00
Clarence S. Darrow, Special Counsel	1,394.33
Glen E. Plumb, Special Counsel	714.00
D. M. Smith	200.00
Total	$ 2,933.33

NOVEMBER, 1905.

D. M. Smith, Special Counsel	$ 200.00
Thomas G. McElligott, Special Counsel	215.00
Edwin White Moore, Special Counsel	150.00
Total	$ 565.00

NOTE: The reason for this small amount paid in November, 1905, was on account of lack of funds. The Council gave us an extra appropriation about that time and the bills were all paid in December, 1905.

DECEMBER, 1905.

Botsford, Wayne & Botsford, Special Counsel	$ 1,000.00
Gregory, Poppenheisen & McNab, Special Counsel	2,146.74
Henry M. Ashton, Special Counsel	1,449.20
Roswell B. Mason, Special Counsel	422.50
Wm. H. Arthur, Special Counsel	422.50
David R. Levy, Special Counsel	125.00
Edgar B. Tolman, Special Counsel	2,505.50
Granville W. Bronwning, Special Counsel	300.00
David R. Levy, Special Counsel	75.00
Maxwell Edgar, Special Counsel	170.90
Glen E. Plumb, Special Counsel	1,445.00
E. N. Zoline, Special Counsel	345.00
Harry T. Baker, Special Counsel	250.00
M. W. Meagher, Special Counsel	75.00
Lemuel M. Ackley, Special Counsel	530.00
C. B. Hertzel, Special Counsel	390.00
Clarence S. Darrow, Special Counsel	1,900.40
John P. O'Shaughnessy, Special Counsel	793.60
D. M. Smith, Special Counsel	219.35
Thomas G. McElligott, Special Counsel	100.00
A. L. Gettys, Special Counsel	60.00

Robert Redfield, Special Counsel	1,450.00
Cecil Page, Special Counsel	25.00
Fanny B. Little, Extra Stenographer	122.25
Grace H. Little, Extra Stenographer	122.25
John Cox, Expert Witness	100.00
Total	$16,545.19

NOTE: A number of these items are for services rendered during the month of November, 1905.

OCTOBER, 1906.

Walter T. Stanton, Special Counsel	$ 150.00
Edward J. Darragh, Special Counsel	125.00
E. N. Zoline, Special Counsel	300.00
John W. Beckwith, Special Counsel	146.00
H. R. Harris, Special Counsel	125.00
R. B. Mason, Special Counsel	250.00
Herman Meyersburg, Special Investigator	100.00
Fred D. Foss, Special Investigator	100.00
M. T. Normoyle, Special Investigator	103.00
Fannie G. Main, Extra Stenographer	75.00
Total	$ 1,474.00

NOVEMBER, 1906.

Edgar B. Tolman, Special Counsel	$ 300.00
L. J. M. Malmin, Special Counsel	75.00
J. G. Grossberg, Special Counsel	200.00
Park Phipps, Special Counsel	100.00
A. L. Gettys, Special Counsel	80.00
Walter L. Fisher, Special Counsel	833.33
John W. Beckwith, Special Counsel	50.00
E. F. Bogart, Special Counsel	160.00
Edward J. Darragh, Special Counsel	125.00
H. R. Harris, Special Counsel	125.00
Roy D. Keehn, Special Counsel	450.00
Maxwell Edgar, Special Counsel	250.40
D. W. Sullivan, Special Counsel	100.00
Addison Blakely, Special Counsel	150.00
Samuel Adams, Special Counsel	925.00
John P. O'Shaugnessy, Special Counsel	300.00
David K. Tone, Special Counsel	756.00
Wm. H. Sexton, Special Counsel	150.00
John M. Duffy & W. B. Fleming, Special Counsel	500.00
Edwin White Moore, Special Counsel	261.50
Roswell B. Mason, Master in Chancery fee	405.20
M. T. Normoyle, Special Investigator	102.00
Herman Meyersburg, Special Investigator	100.00
M. J. Butler, Special Investigator	100.00
Wm. C. Shaw, Expert Witness	50.00
John W. Morsback, Expert Witness	125.00
Fanny G. Main, Extra Stenographer	75.00

Wm. A. Drake, Handwriting Expert	10.00
Emil Rudolph, witness fee	10.00
Martin H. Kendig, witness fee	10.00
Howard Bartels, witness fee	10.00
Total	$ 6,888.43

DECEMBER, 1906.

David R. Levy, Special Counsel	$ 150.00
Walter T. Stanton, Special Counsel	150.00
Edward J. Darragh, Special Counsel	125.00
John M. Duffy & W. B. Fleming, Special Counsel	300.00
Walter L. Fisher, Special Counsel	833.33
Roy D. Keehn, Special Counsel	300.00
Geo. F. Mulligan, Special Counsel	200.00
Addison Blakeley, Special Counsel	125.00
Maxwell Edgar, Special Counsel	200.00
Walter L. Fisher, Special Counsel	833.33
E. N. Zoline, Special Counsel	300.00
Walter T. Stanton, Special Counsel	150.00
Mitchell D. Follansbee, Special Counsel	500.00
A. L. Gettys, Special Counsel	150.00
L. J. M. Malmin, Special Counsel	75.00
John C. Richberg, Special Counsel	500.00
John P. O'Shaughnessy, Special Counsel	300.00
Miles Sheldon Macon, Special Counsel	150.00
E. N. Zoline, Special Counsel	300.00
Addison Blakeley, Special Counsel	125.00
Maxwell Edgar, Special Counsel	275.00
L. J. M. Molmin, Special Counsel	75.00
A. L. Gettys, Special Counsel	40.00
Jas. C. O'Brien, Special Counsel	100.00
H. R. Harris, Special Counsel	125.00
Geo. L. Reker, Special Counsel	100.00
Wm. H. Sexton, Special Counsel	465.00
Fred D. Foss, Special Investigator	100.00
M. T. Normoyle, Special Investigator	102.50
H. Meyersburg, Special Investigator	100.00
Frank Cantwell, Special Investigator	50.00
Herman Reiss, Special Investigator	57.94
M. J. Butler, Special Investigator	100.00
Fred D. Foss, Special Investigator	100.00
Herman Reiss, Special Investigator	37.50
Fannie G. Main, Extra Stenographer	75.00
Total	$ 7,669.60

EXHIBIT A.

DEPARTMENT OF FINANCE,
CHICAGO, February 11, 1907.

Hon. J. Hamilton Lewis, Corporation Counsel:

DEAR SIR—I transmit herewith a list of warrants numbering 75, amounting to

$230,755.89, collected by Mr. Mathias since he was assigned to aid this department in the collection of delinquent warrants. Many of these warrants date back to 1901.

There are still many warrants outstanding that have ceased to be in our active account, and are in what is known as the contingent warrant record, that represent in the aggregate many thousands of dollars but they represent more than this to the City of Chicago because we have made so many visits to these people to collect that the City is held in contempt and people refuse to pay their legitimate dues. I write this that you may see the need of still further exertion in the good work of this character in your department. I am aware that there is also very important litigation pending representing many hundred of thousands of dollars that requires attention but these ordinary delinquent accounts if once settled, I believe, will enable us in the future to more easily collect amounts due.

Thanking you for the valuable assistance you and your assistant, Mr. Mathias, has given in this work, I remain,

Very truly yours,

L. E. McGann,

Comptroller.

SUMS COLLECTED BY ASSISTANT CORPORATION COUNSEL MATHIAS FOR YEAR ENDING FEBRUARY 9, 1907.

Chicago & Northwestern Railroad Company—56551	$ 1,058.92
Cal. & Western Railroad Company	5,000.00
Chicago Union Traction Company	68,221.95
Chicago General Railway Company	3,981.54
Chicago, Burlington & Quincy	4,128.11
Pennsylvania Railroad Company	4,009.12
South Chicago City Railway Company	263.80
Canada Atlantic Transit Company (12 warrants)	500.00
Steamer Madagascar (1 warrant)	41.13
West Park Commissioners	3.38
Steamer Mauch Chunk (1 warrant)	2.46
Steamer Albert Soper (1 warrant)	22.60
Lehigh Valley Transportation Company (1 warrant)	32.88
Busch Temple (1 warrant)	2.00
Mrs. D. J. Koehm (1 warrant)	7.95
Great Lakes & St. Lawrence Transportation Company (3 warrants)	200.00
Hines Lumber Company (1 warrant)	28.32
Gilchrist Transportation Company (1 warrant)	625.00
Arthur C. Helm, Agent (7 warrants)	50.00
Kate Byrnes (1 warrant)	85.00
J. A. Galbrick & Company (9 warrants and 1 counter-claim)	25.00
Steamer Mueller (3 warrants)	25.00
Steamer America (1 warrant)	25.00
Steamer Gogebec (1 warrant)	10.00
J. G. Keith & Company (3 warrants)	25.00
Steamer E. M. Peck (2 warrants)	100.00
Steamer Harvey H. Brown (1 warrant)	96.21
John J. McWilliams (1 warrant)	130.00
Steamer City of Paris (1 warrant)	25.30
Steamer Frank L. Vance (1 warrant)	42.25
Steamer Charles S. Neff (1 warrant)	20.00

Steamer City of Winnebago (1 warrant)	13.11
Chicago, Burlington & Quincy Railroad Company (1 warrant)	63.00
Chicago, Burlington & Quincy Railroad Company (1 warrant)	91.00
Chicago, Burlington & Quincy Railroad Company (1 warrant)	98.00
J. J. Rardon (1 warrant)	16.64
Omaha Packing Company (1 warrant)	5.25
Steamer William S. Mack (1 warrant)	158.88
Chicago, Burlington & Quincy Railroad Company	94.50
Western Transit Company	740.94
Illinois Central Railroad Company (1 warrant)	16.25
Rutland Transit Company (1 warrant)	20.40
Steamer Madagascar (1 warrant)	100.00
Steamer Phoenix (3 warrants)	25.00
Chicago, Lake Shore & Eastern Railroad Company	500.00
Steamer P. J. Ralph	25.00
National Surety Company	140,000.00
Total	$230,755.89

EXHIBIT B.

CHICAGO, February 14, 1907.

Hon. James Hamilton Lewis, Corporation Counsel, Chicago:

SIR—In obedience to your request of yesterday, I would respectfully state that during the year 1906 I was engaged, under your direction, in making an examination of the records of the various justice courts of this city, and the Criminal Court of this county, for the purpose of ascertaining the amount due the City of Chicago in judgments obtained in said courts by said City against various defendants, and in making collection of those judgments.

My investigation in the Justice and Criminal Courts covered a period of one year (1905) except in Justice Gibbons' court, which covered a period of three years (1904, 1905 and 1906.)

My work in conjunction with that of the Prosecuting Attorney resulted in the collection of approximately $5,000.00 in the courts I have mentioned for the year 1905, and $15,000.00 in Justice Gibbons' court, where a majority of city cases were brought, for the years 1904, 1905 and 1906.

The establishment of the Municipal Court interfered with this work, I being assigned to trial work in the Municipal Courts, but as soon as the records and files of the various justices are properly arranged in the Municipal Court Clerk's office, collections will again prove a fruitful field for operation.

I will add that ever since my appointment, I have been engaged in city work every working day during ordinary working hours.

I express the hope that there is no impropriety in the suggestion that I collected from a single bondsman an amount in excess of one-half of what I have thus far received for my whole year's work.

Sincerely yours,

VINCENT H. PERKINS,
Assistant Prosecuting Attorney.

EXHIBIT C.

TAXES.

CHICAGO, February 9, 1907.

Hon. James Hamilton Lewis, Corporation Counsel, Chicago:

DEAR SIR—In accordance with your request for a summary of the results of the tax investigation carried on during

the past year by the city's attorneys under your direction, the following report is respectfuly submitted.

ESTATES.

Thirty-two of the largest estates were examined. Thirteen were found to be omitted entirely from the tax list and the balance greatly under assessed. The full valuation for taxation purposes of these estates on personal property was increased from the Board of Assessor's valuation of $22,262,716 to $145,327,286, being an increase of $123,064,570. This increase at a flat 7 per cent rate will produce $1,622,907 in additional taxes payable now.

PULLMAN COMPANY.

The full valuation of the personal property of this company in Hyde Park alone was increased from $1,961,700 to $2,998,565, an increase of $1,036,865. The full valuation of the net capital stock assessment of the company was increased by the Board of Equalization from $8,250,000 in 1905, to $11,550,000 in 1906, an increase of $3,330,000. The total increase in the two foregoing valuations amounts to $4,396,865, of which the assessed valuation is $879,373. This amount at the flat rate of 7 per cent will net $61,556 additional taxes for 1906 from the Pullman Company.

PUBLIC SERVICE AND MERCANTILE CORPORATIONS.

The full valuation of the capital stock of the following corporations was increased by $3,629,215 over the assessment of 1905:

Illinois Tunnel Co.	$1,000,000
Chicago Edison Co.	1,416,115
Commonwealth Electric Co.	500,000
Universal Gas Co.	113,100
Ogden Gas Co.	150,000
Marshall Field & Co.	200,000
The Fair	75,000
Montgomery-Ward & Co.	50,000
Sears, Roebuck & Co.	125,000

The above increases in capital stock valuations will produce over $50,000 in additional taxes. The annual report of the Board of Equalization will be issued shortly and will show increases in the capital assessments of a large number of smaller corporations not included in the above list.

BANKING CORPORATIONS.

In 1905 the stockholders of all banks in Cook County were assessed on a full valuation of $70,981,745. In 1906 this valuation was raised to $83,481,745, an increase of $12,500,000, netting $175,000 more taxes.

SAFE DEPOSIT AND BUILDING CORPORATIONS

As your representative before the Board of Equalization I argued that a capital stock tax should be assessed against the above corporations. The Board has accordingly assessed these companies for the first time in its history. It is estimated that these new assessments will produce about $20,000 additional taxes annually.

MISCELLANEOUS TAX REVENUE.

In addition to the foregoing, the Illinois Tunnel Company was assessed at $3,000,000 in 1906 on its tangible property. This property has hitherto escaped taxation and the Company contested the assessment, but the Supreme Court upheld the contention of the city. Even at the above low valuation the assessment will yield $40,000 additional taxes annually.

You will recollect that you insisted before the Board of Review that certain Illinois Steel Company bonds of a face value of $4,000,000, which had hitherto escaped taxation, should be assessed, and that the Board acceded to your request. This action will net over $52,000 more taxes.

The claim against the Oak Park Elevated and the Northwestern Elevated Companies, which had lain dormant in suit for a number of years was resurrected, and finally settled by these railroads agreeing to pay personal property taxes amounting to $30,000.

RECAPITULATION.

The following is a tabulated statement showing the sources and amounts of the increased taxes secured over 1905:

From 32 Chicago estates	$1,622,907
From Pullman Company	61,566
From Banking Corporations	175,000
From nine corporations—capital stock tax	50,000
From safe deposit and building corporations (estimated)	20,000
From Illinois Tunnel Company (tangible property)	40,000
From Illinois Steel Company (bonds taxed)	52,000
From Oak Park and Northwestern "L" cases	30,000
Total	$2,051,473

The above amount does not include a large number of smaller estates, the assessments of which were raised on the showing of the city's attorneys. Nor does it include a large number of smaller miscellaneous corporations whose capital stock assessments and tangible property valuations have been materially increased by the efforts of your department.

It is a matter of congratulation to report that the present administration has been the direct cause of compelling the large estates and great corporations of Chicago to pay over two million dollars in taxes, all of which escaped in former years, and would have been again evaded this year but for the vigilance of the city's tax attorneys acting under your direction. There are still, however, millions of dollars' worth of property escaping taxation in whole or in part in Cook County, due entirely to the negligence of the county taxing officers. One example of this kind is the A. M. Billings estate. This estate was assessed last year at only $300,000, although it contains $4,451,762, of which over $4,000,000 consists of notes, bonds and cash, all taxable in this county. It has been under-assessed for ten years last past and is today taxed at only 7 per cent of its fair cash value. In accordance with your instructions, the city is preparing to commence suit to compel the Board of Review to properly assess this estate.

Some of the newspapers seem inclined to criticise the Law Department of the city for payments to special counsel. These journals overlook the fact that one branch alone of the Law Department has compelled the tax dodgers of this city to pay over two millions more taxes this year than last. They also forget that the total appropriation and expense of the Law Department for the year 1906 has been defrayed by the profits of the Tax Bureau and a surplus profit of $1,657,000 left over.

The results of the work of the city's tax attorneys are extremely gratifying when it is remembered that the city officials have been compelled to take up and carry on this work to prevent the city from being starved to death for lack of funds, through the neglect of the county officials to properly perform those functions of assessing and collecting taxes, for which they are paid absurdly large salaries by the tax payers.

Very respectfully yours,

MAXWELL EDGAR.

EXHIBIT D.

February 14, 1907.

Hon. J. Hamilton Lewis, Corporation Counsel, City:

DEAR SIR—In answer to your communication of the 7th, inst., requesting statement of the work performed by this department, expenses, amount of judgments, etc., for the months of January, 1906, and January, 1907, respectively, I beg to report as follows:

Number of cases actually tried and contested in court:

January, 1906	8
January, 1907	49

Number of cases finally disposed of in—

January, 1906 75
January, 1907 115
Total amount of judgments:
January, 1906 .....$22,211.00
January, 1907 ..... 10,265.00

Expense of office, excluding salaries:
January, 1906 .....$ 5,391.09
December, 1906 ..... 10,102.97
January, 1907 ..... 6,820.28

PAY ROLL.

January, 1906—54 men on pay roll $6,011.91
December, 1906—66 men on pay roll 7,275.68
January, 1907—62 men on pay roll part of month; 79 men on pay roll part of month.
Average on pay roll during month, 70 men..... 7,491.70
(Force reduced, 17 men.)

February 1, 1907, 62 men on pay roll.

Increase in pay roll and expense is in part due to the fact that a number of cases have been started in the Municipal Court. This court alone will cost the city to defend its cases $3,500.00 per month additional.

Attorneys paid by special vouchers:
January, 1906 .....$ 475.00
January, 1907 ..... 1,620.00

This additional sum is due to the fact that in January, 1906, only two cases were on trial at one time, while in January, 1907, five cases were actually on trial each court day.

January, 1906—8 cases contested in court.

January, 1907—49 cases contested in court.

Vouchers to Comptroller, including salaries and special vouchers for attorneys:
January, 1906 .....$ 7,434.05
December, 1906 ..... 27,269.41
January, 1907 ..... 12,285.19

Attached hereto is an itemized statement.

Very respectfully,

JOHN R. CAVERLY,
City Attorney.

Total number contested cases, January, 1906 8
Total number disposed cases, January, 1906 75
Total amount of judgments, January, 1906 .....$22,211.00
Total number contested cases, January, 1907 49
Total number disposed cases, January, 1907 115
Total amount of judgments, January, 1907 .....$10,265.00
Number of cases tried in Superior Court, January, 1906.... 3
Number of cases judgment on finding, January, 1906.....25
Number of cases judgment on verdict, January, 1906..... 4
Number of cases dis. on first call on motion of defendant..... 4
— 36

Number of cases tried in Circuit Court, January, 1906..... 5
Number of cases judgment on finding, January, 1906.....21
Number of cases judgment on verdict, January, 1906..... 4
Number of cases dis. on first call on motion of defendant.....12
— 42

Total 78

Number of cases tried in Superior Court, January, 1907.....36
Number of cases judgment on finding, January, 1907.....16
Number of cases judgment on verdict, January, 1907..... 5
Number of cases dis. on first call on motion of defendant.....13
— 70

Number of cases tried in Circuit Court, January, 1907..... 6
Number of cases judgment on finding, January, 1907.....11
Number of cases judgment on verdict, January, 1907..... 4
Number of cases dis. on first call on motion of defendant.....11
— 32

Number of cases tried in Municipal Court, January, 1907	7
Claims settled for cash	5
Total	114

REPORT OF EXPENSES INCURRED DURING THE FOLLOWING MONTHS:

Salaries not included—(On separate sheets).

	1906 January.	1906 December.	1907 January.
Court costs	$ 203.70	$ 134.50	$ 215.60
Subpoena fees	95.70	231.00	294.80
Witness fees and expenses	525.45	1,280.45	1,259.55
Extra expenses, investigating	548.85	1,316.55	927.60
Suppers for office employes (working overtime	61.50	119.75	102.15
Doctors' fees	570.00	3,471.80	*1,015.00
Court reporting and transcripts	723.32	1,438.85	1,342.49
Personal injury claims	370.00	81.00	86.00
Photos of defective streets and sidewalks	183.50	185.00	192.00
Local transportation	344.00	597.05	239.00
Stationery and printing	853.36	228.86	320.33
Telephone service	18.25	41.75	41.75
Miscellaneous expenses	235.58	62.43	78.78
Rent of quarters	500.00	500.00	500.00
Electric light and water	107.88	88.98	86.23
Interpreters' fees	50.00	325.00	119.00
	$5,391.09	$10,102.97	$6,820.28

*Some bills outstanding.

PAY ROLL STATEMENT OF FOLLOWING MONTHS:

	Amount.
January, 1906 (54 men on pay roll)	$6,011.91
December, 1906, (66 men on pay roll)	7,275.68
January, 1907, (62 men on pay roll part of month, 79 men on pay roll part of month, average on pay roll during month, 70 men)	7,491.70
(Force reduced 17 men.)	
February 1, 1907, (62 men on pay roll)	

AMOUNTS PAID TO ATTORNEYS BY SPECIAL VOUCHER AND WORK PERFORMED BY EACH.

Philip P. Bregstone	$150.00
Gilbert G. Ogden	150.00
Edward F. Bogart	150.00
Richard J. Finn	300.00
S. C. Herren	270.00
Edward S. Day	300.00
Armand F. Teefy	300.00
	$1,620.00

TOTAL VOUCHERS TO COMPTROLLER, INCLUDING SALARIES FOR THE FOLLOWING MONTHS:

January, 1906	$ 7,434.05
December, 1906	27,629.41
January, 1907	12,285.19

LIST OF CASES TRIED BY F. D. AYRES IN THE SUPERIOR COURT—JANUARY, 1906:

Gen. No. 217020—Plaintiff Scannell; Judge Chetlain.
Gen. No. 217737—Plaintiff Rohde; Judge Chetlain.
Gen. No. 217863—Plaintiff Schroeder; Judge Chetlain.
Gen. No. 218241—Plaintiff Kozadewicz; Judge Heard.

Commenced and not finished until February 8th. Three cases disposed of and one partly tried.

The Scannel case was begun on January 22d, the Rohde case on January 23d; the Schroeder case on January 26th, and the Kozadewicz case on January 29th. The latter case was not finished until February 8th.

LIST OF CASES TRIED BY R. S. COOK IN THE CIRCUIT COURT—JANUARY, 1906.

Gen. No. 235293—Plaintiff Walburg Regner.
Gen. No. 229829—Plaintiff Fredericka Schroeder.
Gen. No. 229491—Plaintiff Tam Gjerstadt.
Gen. No. 223582—Plaintiff Peter Hamilton.

LIST OF CASES IN SUPERIOR COURT AGAINST THE CITY OF CHICAGO, TRIED AND DISPOSED OF IN JANUARY, 1906.

Date.	Gen. No.	Name.	Disposition.	Amount.
Jan. 3	219299	Sadie Cohen	Judgt. on Finding,	$ 100.00
Jan. 3	221562	Emma Joyce	Judgt. on Finding,	300.00
Jan. 5	242276	Ida Schoenfeld	Judgt. on Finding,	100.00
Jan. 5	218366	Arthur L. O. Woods	Judgt. on Verdict,	136.00
Jan. 8	217379	Charles Wieckeraski, Judgt. for costs against plaintiff.		
Jan. 9	248033	Carl Carlson	Judgt. on Finding,	100.00
Jan. 10	250066	John M. Langan	Judgh. on Finding,	250.00
Jan. 10	247600	Electa King	Judgt. on Finding,	175.00
Jan. 11	221164	Joseph Thomazewski	Judgt. on Finding,	165.00
Jan. 12	242899	Louis Schneider	Judgt. on Finding,	200.00
Jan. 12	247833	Thomas Kennedy, by N. F. Mo. Pltff. Dis as to City		
Jan. 13	217322	Kate Didier	Judgt. on Verdict,	11,000.00
Jan. 13	242526	John D. Casey, Admr. of N. B. Foster,	Judgt. on Finding,	250.00
Jan. 16	246485	Esther Crone	Judgt. on Finding,	115.00
Jan. 16	229161	Josephio Wiziecka	Judgt. on Finding,	85.00
Jan. 17	224820	Anna Gelb	Judgt. on Finding,	250.00
Jan. 18	219430	Julius Okon	Judgt. on Finding,	300.00
Jan. 19	222907	Charles Branch	Judgt. on Finding,	200.00
Jan. 19	234665	Margaret Beatty	Judgt. on Finding,	100.00
Jan. 23	250374	Agnes Brzezinski	Judgt. on Verdict,	200.00
Jan. 23	250427	Mary W. Collins	Judgt. on Finding,	125.00
Jan. 24	218471	Jennie Florenstein	Judgt. on Finding	50.00
Jan. 25	243430	Carl Knapp	Judgt. on Finding,	100.00

Date.	Gen. No.	Name.	Disposition.	Amount.
Jan. 25	243223	Jennie Strauss	Judgt. on Finding,	125.00
Jan. 25	247676	John Off	Judgt. on Finding,	250.00
Jan. 26	225298	Myrtle Duval	Judgt. on Finding,	150.00
Jan. 26	217859	John Hapgood	Suit Dis. Mo. Deft.	
Jan. 27	217863	Augusta Schroeder	Judgt. on Verdict,	2,000.00
Jan. 29	217985	Ellen Daily	Suit Dis. Mo. Deft.	
Jan. 30	223279	Virginia La Berge	Judgt. on Finding,	250.00
Jan. 30	243533	Henry J. Shellhorn	Judgt. on Finding,	60.00
Jan. 30	247741	May G. Lively	Judgt. on Finding,	200.00
Jan. 31	223278	Patrick Nolan	Judgt. on Finding,	250.00
				$17,586.00

LIST OF CASES IN CIRCUIT COURT AGAINST THE CITY OF CHICAGO, TRIED AND DISPOSED OF IN JANUARY, 1906.

Date.	Gen. No.	Name.	Disposition.	Amount.
Jan. 2	250252	Thomas P. Welsh	Judgt. on Finding, $	175.00
Jan. 3	244544	M. Sippel	Judgt. on Finding,	225.00
Jan. 4	229818	Celia Winnick	Judgt. on Verdict,	400.00
Jan. 5	265392	Louise Schram	Judgt. on Finding,	125.00
Jan. 8	229754	Julia M. Orr	Suit Dis. Mo. Deft.	
Jan. 8,	229742	Ross C. Hall, Admr. of Sarah Hoffman,	Suit dis. as to City.	
Jan. 9	259892	Paul Wons	Judgt. on Finding,	100.00
Jan. 9	268379	Elizabeth Stoetzel	Judgt. on Finding,	200.00
Jan. 9	268585	Mary O'Neil	Judgt on Finding,	250.00
Jan. 11	247474	Catherine Forbes	Judgt. on Finding,	175.00
Jan. 11	229884	Josephine Sheehan, by N. F.	Judgt. on Finding,	300.00
Jan. 11	229670	John J. Cummings	Suit Dis. Mo. Deft.	
Jan. 12	229923	Nathan W. Crain, by N. F.,	by agreement suit dis.	
Jan. 13	229829	Fredericki Shroeder	Judgt. on Verdict,	350.00
Jan. 13	235293	Walburga Regnor	Deft. not guilty.	
Jan. 13	221917	Jacob Cohn	Suit Dis. Mo. Deft.	
Jan. 16	238869	Richard W. Van Horn	Judgt. on Finding,	225.00
Jan. 17	268641	Rose Fisher	Judgt. on Finding,	225.00
Jan. 17	238200	Stephen Janowicz, Admr.	Suit dis. as to City.	
Jan. 19	224431	Delia Hullihan	Suit Dis. Mo. Deft.	
Jan. 23	268945	Margaret Spare	Judgt. on Finding,	115.00
Jan. 23	268949	George Grant	Judgt. on Finding,	100.00
Jan. 25	255019	Frank Mayer	Judgt. on Finding,	100.00
Jan. 25	264495	Gustav Nass	Judgt. on Finding,	150.00
Jan. 25	229897	Alberta S. Harte	Suit Dis. Mo. Deft.	
Jan. 25	226548	Emily Diechsel	Suit Dis Mo. Deft.	
Jan. 25	227516	James Riley	Suit Dis. Mo. Deft.	
Jan. 25	227540	Altor Abramwitch	Suit Dis. Mo. Deft.	
Jan. 26	231043	Mary J. Jensen	Judgt. on Finding,	160.00
Jan. 26	269018	Frederick Krapf	Judgt. on Finding,	250.00
Jan. 26	229936	Julius F. Simon	Judgt. on Finding,	200.00
Jan. 26	230128	James Parker, by N. F.	Judgt. on Verdict,	100.00

Date.	Gen. No.	Plaintiff.	Disposition.	Amount.
Jan. 27	235558	Marie Oswald,	Judgt. against Pltff. for costs	
Jan. 29	230351	Gustav Wiess	Judgt. on Finding,	200.00
Jan. 29	230263	Florence Spaller	Judgt. on Finding,	125.00
Jan. 29	219434	Alice Kearns	Judgt. on Finding,	100.00
Jan. 29	267504	Agnes Dulwich, by N. F.	Judgt. on Verdict,	75.00
Jan. 30	229732	Hulda Swamburg	Judgt. on Finding,	200.00
				$ 4,625.00

LIST OF CASES IN CIRCUIT COURT AGAINST THE CITY OF CHICAGO, DISPOSED OF IN JANUARY, 1907:

Date.	Gen. No.	Plaintiff.	Disposition.	Amount.
Jan. 3	244002	Edward J. Hill	Judgt. on Finding,	$ 100.00
Jan. 3	237740	Stasa Kareiwa	Mo. Deft. Suit Dis.	
Jan. 3	238547	Andrew Burzynski	Mo. Deft. Suit Dis.	
Jan. 4	233844	Isaac Laskovitz	Verd. Deft. N. G.	
Jan. 7	247528	Ellen McGever	Judgt. on Finding,	300.00
Jan. 7	272226	Rachel Rooker	Judgt. on Finding,	500.00
Jan. 10	248912	Martin Lawless	Judgt. on Finding,	500.00
Jan. 10	234921	Reddick, Adm. Vaclac Sucham	Judgt. on Finding,	175.00
Jan. 11	234941	Katherine Carson	Judgt. on Finding,	100.00
Jan. 11	234474	Lizzie C. Scott	Judgt. on Finding,	200.00
Jan. 11	234445	Mary Thompson	Judgt. on Finding,	100.00
Jan. 11	235398	Sara Noble	Judgt. on Finding,	500.00
Jan. 11	212562	Sam Schiechtel	Mo. Deft. Suit Dis.	
Jan. 15	205110	Elizabeth Sly	Verd. Deft. N. G.	
Jan. 14	217836	Samuel Nelson	Judgt. on Verdict,	200.00
Jan. 15	234562	Louis Graff	Judgt. on Finding,	300.00
Jan. 15	234929	Nicholas Spoerl	Verd. Deft. N. G.	
Jan. 16	239080	Mary Levy	Mo. Deft. Suit Dis.	
Jan. 16	239411	Julia Loth	Mo. Deft. Suit Dis.	
Jan. 16	238953	Lillian E. Horg	Mo. Deft. Suit Dis.	
Jan. 18	277519	Florence Witzke	Judgt. on Verdict,	50.00
Jan. 19	205110	John Sly, Adms.	Mo. Deft. Suit Dis.	
Jan. 23	240348	J. H. Martin	Mo. Deft. Suit Dis.	
Jan. 23	241092	Sarah Bralatosky	Mo. Deft. Suit Dis.	
Jan. 24	242225	Isabella O'Keefe	Judgt. on Verdict,	500.00
Jan. 25	277617	Walter Pointer	Judgt. on Verdict,	100.00
Jan. 30	241337	Henry Brooks	Mo. Deft. Suit Dis.	
Jan. 30	241383	Margaret Schrenes	Mo. Deft. Suit Dis.	
Jan. 30	241465	Walter Pattons	Mo. Deft. Suit Dis.	
Jan. 30	241466	Kate Guinn	Mo. Deft. Suit Dis.	
Jan. 30	241473	Ignore Stankiewicz	Mo. Deft. Suit Dis.	
Jan. 31	245959	Harley Dayharsh	Judgt. on Finding,	100.00
				$3,725.00

LIST OF CASES IN SUPERIOR COURT AGAINST THE CITY OF CHICAGO DISPOSED OF DURING THE MONTH OF JANUARY, 1907:

Date.	Gen. No.	Plaintiff.	Disposition.	Amount.
Jan. 3	—242291	James O'Malley	Mo. Deft. Suit Dis.	
Jan. 3	—215847	Ruby Wierner	Mo. Deft. Suit Dis.	
Jan. 3	—216102	Julia Rankin	Mo. Deft. Suit Dis.	
Jan. 3	—216478	Sarah M. Barnes	Mo. Deft. Suit Dis.	
Jan. 3	—246803	Carrie L. Dracass	Mo. Deft. Suit Dis.	
Jan. 5	—225829	W. W. Wentworth	Mo. Deft. Suit Dis.	
Jan. 5	—227841	W. Goldenberger	Judgt. on Verdict, $	250.00
Jan. 5	—225900	Chas. P. Steinberg	Mo. Deft. Suit Dis.	
Jan. 7	—244904	Mary Hickey	Judgt. on Finding,	300.00
Jan. 7	—257285	John Stone	Judgt. on Finding,	200.00
Jan. 7	—247435	Mae McElroy	Judgt. on Finding,	200.00
Jan. 7	—258331	Charles Albrecht	Judgt. on Finding,	75.00
Jan. 8	—226500	Kate Ford	Verd. Deft. N. G.	
Jan. 8	—247024	Dora Brandt	Verd. Deft. N. G.	
Jan. 9	—229312	Stanislaw Kivasnieski	Judgt. on Finding,	300.00
Jan. 9	—219817	Zulica Dickens	Judgt. on Finding,	750.00
Jan. 9	—215722	Grace Cole	Verd. Deft. N. G.	
Jan. 11	—242996	James M. Dyer	Judgt. on Finding,	100.00
Jan. 11	—229261	Mollie Carroll	Judgt. on Finding,	550.00
Jan. 14	—246123	Dora G. Lytle	Mo. Deft. Suit Dis.	
Jan. 14	—239416	Maria Tuma	Verd. Deft. N. G.	
Jan. 16	—218359	Edmund Laffey	Judgt. on Finding,	115.00
Jan. 18	—238802	Marie Moyer	Judgt. on Finding,	350.00
Jan. 18	—228556	Jennie Brook	Judgt. on Finding,	100.00
Jan. 18	—186861	Jno. B. Vessey	Verd. Deft. N. G.	
Jan. 18	—226210	Ellie Nieman	Judgt. on Verdict,	750.00
Jan. 18	—243882	Frank Drupowitz	Verd. Deft. N. G.	
Jan. 19	—227497	Dora Feinberg	Mo. Deft. Suit Dis.	
Jan. 19	—237302	Abraham Goldstein	Verd. Deft. N. G.	
Jan. 21	—223969	Rocco Napoli	Judgt. on Finding,	200.00
Jan. 23	—245641	Anna Griener	Verd. Deft. N. G.	
Jan. 24	—229145	Jos. Osawski	Mo. Deft. Suit Dis.	
Jan. 24	—245641	Lena Newman	Verd. Deft. N. G.	
Jan. 25	—244905	Minnie Fogli	Judgt. on Verdict,	325.00
Jan. 25	—228261	Catherine Mumford	Verd. Deft. N. G.	
Jan. 25	—242635	Catherine Girard	Judgt. on Verdict,	1,100.00
Jan. 28	—245546	Frank McGrath	Mo. Deft. Suit Dis.	
Jan. 28	—245826	H. Exp. & Van Co	Judgt. on Verdict,	100.00
Jan. 28	—213469	Isabella McKay	Mo. Deft. Suit Dis.	
Jan. 28	—229315	Mary A. Kelly	Mo. Deft. Suit. Dis.	
Jan. 29	—241996	Patrick Carney	Judgt. on Finding,	250.00
Jan. 29	—230229	Thomas Keegan	Judgt. on Finding,	100.00
Jan. 29	—246595	Wm. Connolly	Verd. Deft. N. G.	
Jan. 30	—258742	Elizabeth Ronana	Judgt. on Finding,	175.00
Jan. 30	—241429	Rose E. Allen	Judgt. on Finding,	175.00
Jan. 30	—225369	John D. Casey, Admr. Jno. Howe	Verd. Deft. N. G.	
Jan. 31	—227197	Ellen Gubbins	Judgt. on Finding,	75.00
				$6,540.00

LIST OF CASES TRIED BY R. J. FINN IN THE SUPERIOR COURT, JANUARY, 1907:

Gen. No. 226209—Plaintiff, Kate Mulconery; Judge Abbott.

Gen. No. 226500—Plaintiff, Katie Ford; Judge Abbott.

Gen. No. 227632—Plaintiff, Christopher Petersilka; Judge Abbott.

Gen. No. 227978—Plaintiff, Barney Downey, B. N. F.; Judge Abbott.

Gen. No. 228072—Plaintiff, Annie Grezkowiak; Judge Abbott.

Gen. No. 186861—Plaintiff, John B. Vessey; Judge Abbott.

Gen. No. 228184—Plaintiff, Mary Corrigan; Judge Abbott.

Gen. No. 228243—Plaintiff, Florence Keough; Judge Abbott.

Gen. No. 228261—Plaintiff, Catherine Mumford; Judge Abbott.

Gen. No. 228663—Plaintiff, Annie Kessell; Judge Abbott.

Gen. No. 228786—Plaintiff, Mary Flatley; Judge Abbott.

Gen. No. 229222—Plaintiff, James Cullen; Judge Abbott.

Gen. No. 229661—Plaintiff, Mollie Carroll; Judge Abbott.

Gen. No. 225369—Plaintiff, John D. Casey, Admr. of John Howe; Judge Abbott.

Gen. No. 228818—Plaintiff, Michael O'Hearn; Judge Abbott.

LIST OF CASES TRIED BY S. C. HERREN IN THE SUPERIOR COURT, JANUARY, 1907:

Gen. No. 239416—Plaintiff, Marie Tuma; Judge Chytraus.

Gen. No. 244875—Plaintiff, Dora Frieudman; Judge Barnes.

Gen. No. 242144—Plaintiff, M. L. Fields; Judge Chytraus.

Gen. No. 244910—Plaintiff, F. Osius; Judge Brentano.

Gen. No. 244905—Plaintiff, Minnie Fogli; Judge Brentano.

Gen. No. 245856—Plaintiff, H. Exp. & Van Co.; Judge Brentano.

Gen. No. 239039—Plaintiff, Anderson; Judge Brentano.

Gen. No. 238921—Plaintiff, Dybos; Judge Frost.

LIST OF CASES TRIED BY A. F. TEEFY IN THE SUPERIOR COURT, JANUARY, 1907:

Gen. No. 246595—Plaintiff, Wm. Connolly; Judge Barnes.

Gen. No. 242635—Plaintiff, Catherine Girard; Judge Wright.

Gen. No. 245354—Plaintiff, Mary Shea; Judge Wright.

Gen. No. 245268—Plaintiff, Anna Greiner; Judge Wright.

Gen. No. 245266—Plaintiff, Anna Scardina; Judge Wright.

Gen. No. 241298—Plaintiff, Eraika Carlson; Judge Chetlain.

Gen. No. 215722—Plaintiff, Grace Cole; Judge Smith.

Gen. No. 247024—Plaintiff, Dora Brandt; Judge Smith.

Gen. No. 246376—Plaintiff, Lizzie Cessick; Judge Smith.

Gen. No. 242153—Plaintiff, Reddick, Admr.; Judge Chetlain.

LIST OF CASES TRIED BY E. S. DAY IN THE SUPERIOR COURT, JANUARY, 1907:

Gen. No. 245641—Plaintiff, Lena Newman; Judge Barnes; Not guilty.

NUMBER OF CASES TRIED BY MR. E. S. DAY IN MUNICIPAL COURT, JANUARY, 1907:

Gen. No. 8008—Plaintiff, O'Brien; Judge Dicker; Disagreement.

Gen. No. 8014—Plaintiff, Murphy; Judge Foster; Not guilty.

Gen. No. 8178—Plaintiff, Everett Mallory; Judge Dicker; Verdict, $300.00.

Gen. No. 8222—Plaintiff, Martin Maeder; Judge Dicker; Not guilty.

Gen. No. 8008—Plaintiff, O'Brien (2nd trial); Judge Blake; Not guilty.

Gen. No. 8040—Plaintiff, Shaw; Judge Blake; Not guilty.

LIST OF CASES TRIED BY H. W. STANDIDGE IN THE SUPERIOR COURT, JANUARY, 1907:

Gen. No. 245017—Plaintiff, Molway; Judge Wright.

Gen. No. 243882—Plaintiff, Krupowicz; Judge Wright.

LIST OF CASES TRIED BY R. S. COOK IN THE CIRCUIT COURT, JANUARY, 1906.

Gen. No. 233844—Plaintiff, Isaac Laskovitz; Judge Gallagher.

Gen. No. 234130—Plaintiff, Nora Thomas; Judge Gallagher.

Gen. No. 234437—Plaintiff, Thomas Enright; Judge Gallagher.

Gen. No. 205110—Plaintiff, Eliz, Sly; Judge Gallagher.

Gen. No. 234610—Plaintiff, John Dunker; Judge Gallagher.

Gen. No. 217009—Plaintiff, P. Powers; Judge Gallagher.

January 31, 1907.

City of Chicago, To Philip P. Bregstone, Dr.:

To services rendered as Assistant Trial Attorney from January 1st, 1907, to January 31st, 1907, both inclusive, in the following cases:

Superior Court.

227978 B. Dawney vs. City;
228072 Greszkowiak vs. City;
186861 Vesey vs. City;
228184 Corrigan vs. City;
228243 Keogh vs. City;
228261 Munford vs. City;
228663 Kessell vs. City;
228786 Flatley vs. City;
229222 Cullen vs. City;
229661 Carroll vs. City;
225369 Casey, Admr. for Hau;
228818 A. Hearn vs. City.....$150.00

January 31, 1907.

City of Chicago,
To Gilbert G. Ogden, Dr.:

Legal services in the trial of the following cases in January, 1907:

Circuit Court.

205110 Sly vs. City;
234929 Spoerl vs. City;
234610 Dunker vs. City;

Superior Court.

244910 Osius vs. City;
244905 Fogli vs. City;
245856 Hollander Express Co. vs. City;
239039 Anderson vs. City;
238921 Dybas vs. City.....$150.00

January 31, 1907.

City of Chicago,
To Edward F. Bogart, Dr.:

To legal services during the month of January, 1907, as follows:

Gen. No. S. C.

247024 Brandt vs. City;
215722 Cole vs. City;
216811 Carlson vs. City;
251417 Molway vs. City;
243882 Krupowicz vs. City;
221382 Schultz vs. City;

Term No.

14765 Powers vs. City;

Gen. No. C. C.

216056 Hecker vs. City;
234484 Fitzgerald vs. City.....$150.00

Claims settled for cash, January, 1907:

Jan. 25, 1907—Mary Szaszkas....$25.00
Jan. 30, 1907—Frank H. Reser... 36.50
Feb. 1, 1907—Amideo Congero... 15.00
Feb. 8, 1907—Anna Hodul..... 50.00
Feb. 8, 1907—Jacob Klooster.... 20.00

EXHIBIT E.

February 11, 1907.

Colonel James Hamilton Lewis, Corporation Counsel:

DEAR SIR—In accordance with your re-

quest I have the pleasure to submit a report with reference to the business of the Law Department of the city which has come into my hands.

When I came into the employ of the city about a year ago I was assigned to the work of adjusting numerous old accounts or claims which the City of Chicago had against numerous persons. I enclose herewith a list of the actual cash which we have been able to collect from these accounts; the sum total being $230,755.89.

Besides these collections I have made careful investigations with reference to the legality of the city's claims covering other matters, and in those cases where I considered that the city's claims were not well founded in law or fact I have advised that the same be cancelled, which has been done by the City Comptroller.

In connection with this work for the Comptroller I have prepared and filed a bill in equity against the Chicago & Oak Park Elevated Railroad Company to compel it to pay to the city large sums of money which it owes to the city as compensation under its franchises. I have also brought a suit in debt against the bondsmen of Mr. Paul Redieske for the sum of about $12,000.00, which he has owed to the city since 1896 on account of collections which he made as North Town Collector.

I have personally conducted the case of Jankoski vs. the City and Schuler vs. the City, and with the assistance of the attorney for property owners, have successfully fought the case of the Chicago Union Hospital vs. the City.

I have also investigated and advised a settlement of all the claims against the city on account of damage to real estate growing out of the construction of the intercepting sewer in 39th street, and have, from the start to the finish of the Wide Tire litigation, with the assistance of Mr. Roy D. Keehn, taken charge of the legal end of the city's interests.

Besides the foregoing I have had my share of the council work in the office, and have prepared many ordinances and contracts with reference to the City's affairs. The work in connection with the Comptroller's office, together with other matters in my charge, became so voluminous that it was necessary for me to have some assistance, and at my request you were good and kind enough to assign Mr. Roy D. Keehn to work under my supervision, and I have the pleasure to state that his services in the Wide Tire matter were efficient and valuable; that he is now assisting me with reference to the case of the City vs. the Chicago & Oak Park Elevated Railroad Company; that he has in charge a suit against the Illinois Central Railroad Company to establish the principle that it is the legal duty of the railroad company to maintain sidewalks and keep the same in good repair through the railroad viaducts, and he is also assisting me with reference to a number of claims against the Chicago & Northwestern Railway Company, which the city will have to sue for in order to collect.

Mr. George F. Mulligan has also been assigned to assist me, and he has prepared in a skillful manner the declaration in the case of the City vs. the Chicago Terminal Transfer Railroad Company, an action brought in the Municipal Court to compel that railroad company to pay its share of the cost of the Taylor street viaduct, which part amounts to $4,009.11. I collected that amount from the Chicago, Burlington & Quincy Railroad Company, and the same amount from the Pennsylvania Railroad Company without any suit. I have also assigned to Mr. Mulligan the work of drawing the declaration against the Chicago Terminal Transfer Railroad Company, Chicago & Northwestern Railway Company, Pennsylvania Railroad Company and the Chicago, Burlington & Quincy Railroad Company to establish the principle that it is the duty of the

railroad companies to keep viaducts in repair and to compel them to pay to the city the cost of repairing the sidewalks on the Ogden avenue viaduct.

Mr. Ross C. Hall, who has been assigned to assist me, has in charge the claim against the Santa Fe Railroad Company for a sum exceeding $6,000.00 for the re-paving of 26th street near the Bridewell. He also is preparing a declaration against the General Electric Street Railway Company to compel it to pay to the city divers sums charged to it for cleaning the streets upon which its railway tracks are laid. He also has in hand the argument of the demurrer of the receiver to a petition which I filed in the United States Circuit Court to compel the receiver of the Calumet Electric Street Railway Company to pay the city the sum of $18,000.00 due to the city under a contract between that company and the city executed during Mayor Swift's administration, and also to establish the principle that that company is liable to the city under that contract in the amount of $50,000.00. However, the sum of $18,000.00 being the amount due thereon at this time.

I am gratified at our success in collecting and adjusting so many old matters which have been upon the city's books for so many years, and the Comptroller and I are working to the end that before the termination of this year all the old matters may be adjusted or settled. There are numerous accounts involving small amounts which require considerable time to adjust. Mr. Darragh has been assigned to assist me in these matters, and I enclose herewith a list of the matters which he has in charge and which he is pushing vigorously.

Respectfully submitted,

LEE D. MATHIAS,
Assistant Corporation Counsel.

SUMS COLLECTED BY ASSISTANT CORPORATION COUNSEL MATHIAS FOR YEAR ENDING FEBRUARY 9, 1907:

Chicago and Northwestern Railroad Company (56551)	$ 1,058.92
California and Western Railroad Company	5,000.00
Chicago Union Traction Company	68,221.95
Chicago General Railway Company	3,981.54
Chicago, Burlington and Quincy	4,128.11
Pennsylvania Railroad Company	4,009.12
South Chicago City Railway Company	263.80
Canada Atlantic Transit Company (12 warrants)	500.00
Steamer Madagascar (1 warrant)	41.13
West Park Commissioners	3.38
Steamer Mauch Chunk (1 warrant)	2.46
Steamer Albert Soper (1 warrant)	22.60
Lehigh Valley Trans. Company (1 warrant)	32.88
Bush Temple (1 warrant)	2.00
Mrs. D. J. Koehn (1 warrant)	7.95
Great Lakes and St. Lawrence Trans. Company (3 warrants)	200.00
Hines Lumber Company (1 warrant)	28.32
Gilchrist Trans. Company (1 warrant)	625.00
Arthur C. Helm, Agent (7 warrants)	50.00
Kate Byrnes (1 warrant)	85.00
J. A. Galbrick & Co. (9 warrants and 1 counter-claim)	25.00
Steamer Mueller (3 warrants)	25.00
Steamer America (1 warrant)	25.00
Steamer Gogebec (1 warrant)	10.00

J. G. Keith & Co. (3 warrants)	25.00
Steamer E. M. Peck (2 warrants)	100.00
Steamer Harvey H. Brown (1 warrant)	96.21
John J. McWilliams (1 warrant)	130.00
Steamer City of Paris (1 warrant)	25.30
Steamer Frank L. Vance (1 warrant)	42.25
Steamer Charles S. Neff (1 warrant)	20.00
Steamer Winnebago (1 warrant)	13.11
Chicago, Burlington and Quincy Railroad Company (1 warrant)	63.00
Chicago, Burlington and Quincy Railroad Company (1 warrant)	91.00
Chicago, Burlington and Quincy Railroad Company (1 warrant)	98.00
J. J. Rardon (1 warrant)	16.64
Omaha Packing Company (1 warrant)	5.25
Steamer William S. Mack (1 warrant)	158.88
Chicago, Burlington and Quincy	94.50
Western Transit Company	740.94
Illinois Central Railroad Company (1 warrant)	16.25
Rutland Transit Company (1 warrant)	20.40
Steamer Madagascar (1 warrant)	100.00
Steamer Phoenix (3 warrants)	25.00
Chicago, Lake Shore and E. Railroad Company	500.00
Steamer P. J. Ralph	25.00
National Surety Company	140,000.00
Total	$230,755.89

STATEMENT OF ACCOUNTS IN HANDS OF MR. DARRAGH FOR COLLECTION:

Warrant No.	*Name, Address and Date.*	*Amount.*
45370	Schlesinger and Mayer, State street, October 28, 1904	$ 10.00
3115	Maurice O'Connor, 359 State street, December 18, 1905	7.10
3016	J. J. Scott, 1675 Sheridan avenue, April 24, 1902	6.82
2690	Charles Ratzel, 185 Wabash avenue, April 17, 1902	8.07
344	J. C. Righeimer, 722 West 12th street, February 11, 1902	5.55
43098	Mary Barteau, 36 Groveland Park, October 14, 1904	8.00
3157	David Lewinsohn, 323 Wabash avenue, December 12, 1905	1.00
3161	David Lewinsohn, Wabash and Congress, December 12, 1905	6.27
20057	T. S. Cole, No address, September 8, 1903	48.71
46896	Illinois Rendering Company, 142 East Madison street, December 8, 1904, Treasurer Ald. Powers	13.32
52078	Illinois Rendering Company, 142 East Madison street, February 14, 1905, Treasurer Ald. Powers	77.70
59818	Illinois Rendering Company, 142 East Madison street, June 19, 1905, Treasurer Ald. Powers	23.50
56019	Illinois Rendering Company, 142 East Madison street, May 17, 1905, Treasurer Ald. Powers	42.18
55282	Illinois Rendering Company, 142 East Madison street, April 14, 1905, Treasurer Ald. Powers	90.65
44361	Illinois Rendering Company, 142 East Madison street, November 8, 1906, Treasurer Ald. Powers	38.85

21073	Mrs. C. O'Brien, 2708 Shields avenue, July 30, 1906	50.00
1529	Newberry Estate, Newberry Library, July 18, 1901	3.50
46037	Harlem and Batavia Railway Company, No address, November 15, 1904	455.99
8279	Felix and Marston, Wabash and South Water, September 10, 1902	15.00
16104	Johnston Express Company, 39-45 West Adams street, August 9, 1906	35.15
29038	J. T. Shay, 122 Chamber of Commerce, February 23, 1906	100.00
48656	Robert Fulton, Mgr., 294 State street, December 17, 1904	2.00
1710	Clayton and Bartels, 1046 North Western, February 9, 1906	17.00
10083	A. Abrahamson, 114 North Ashland, April 30, 1906	20.47
1866	Katherine M. Lyons, 6644 Parnell avenue, February 16, 1906	25.00
21071	D. L. Frank, First National Bank Building, July 30, 1906	218.00
39575	G. W. Dreblow, 96 La Salle street, September 3, 1904	3.00
18470	Treasurer Town of Lyons, Lyons, August, 1903	142.85
39030	James Clarke, 1864 North Halsted, August 15, 1904	3.00
44733	George J. Williams, 42 River street, November 14, 1904	8.00
3863	Jackson Brothers, 571 West Madison, January 26, 1906	4.00
21143	Jackson Brothers, 571 West Madison, July 30, 1902	2.00
21107	Jackson Brothers, 571 West Madison, July 30, 1902	2.00
58633	Mose Lamson, 1312 West Madison	2.00
18943	Mose Lamson, 1312 West Madison	2.00
380	M. F. Maher and Bondsmen, 22 Fifth avenue, February 14, 1902	37.00
7563	F. M. Savage, 119 East Monroe street, July 31, 1902	147.00
24440	Jacob Gloss, 79 Dearborn street, October 19, 1906	50.00
24436	H. O. Stone and Company, 206 La Salle street, October 19, 1906	50.00
2942	Stephen F. Gale, 230 Washington boulevard, February 23, 1906	50.00
24434	F. R. Wilson, 645 50th place, October 19, 1906	35.00
5538	William Downs, 3918 State street, June 26, 1902	20.35
9835	Village of Melrose Park, September 30, 1902	6.90
8676	West Park Commission, Chicago, October 25, 1902	3.38
15273	Lambert Hotel, 2262 State street, July 28, 1906	3.00
21360	Krueger Brothers, 3618 South Halsted, October 4, 1906	2.55
21366	Krueger Brothers, 3618 South Halsted, October 4, 1906	7.16
21364	Krueger Brothers, 3618 South Halsted, October 4, 1906	13.16
1481	E. Zimmerman, No address, January 2, 1901	36.00
1499	Metropolitan Contracting Company, No address, January 2, 1902	69.27
1591	The Fuel Oil Burner Company, No address, February 16, 1901	7.37
19235	B. A. Courts, 265 La Salle street, July, 1903	25.00
38047	Western Electric Company, Chicago, July, 1904	20.00
77014	Mr. Anderson, Contr., 265 Ohio street, December 21, 1905	30.84
2707	A. P. Johnson, No address, March 21, 1902	11.00
2705	J. G. Roland, No address, March 21, 1902	10.00
39030	Max Robinson, 504 Chicago Opera House, January 25, 1905	3.00
7302	Estate William A. Miller, No address, August 22, 1902	400.00
1573	J. H. Sheppard, 620 Ashland Block, November 22, 1901	261.00
2701	William Graham, 1803 Wabash avenue, March 21, 1902	8.00
9552	H. P. Carmody, 1612 West 12th street, December 10, 1902	88.00
8850	M. S. Valentine, 1329 South 40th avenue, October 23, 1902	3.00
1551	Jacob Adler, 116 34th street, January 2, 1902	8.89
8860	R. T. Race, Irving Park boulevard, near St. Paul Ry., October 24, 1902	5.69
6897	C. F. Baumgarten, 1355 Ogden avenue, July 24, 1902	21.00
8862	C. F. Baumgarten, 1355 Ogden avenue, October 24, 1902	13.78

EXHIBIT F.

February 14, 1907.

Hon. James Hamilton Lewis, Corporation Counsel:

DEAR SIR—Complying with your instructions I hand you herewith a list of expenses incurred by me during the months of October, November and December, 1906, outside of the usual stenographers' and printers' charges and court costs, in the cases on which I have been at work:

William C. Shaw.....	$ 50.00
Martin H. Kendig.....	10.00
Howard Bartells	10.00
George L. Reker.....	100.00

All of the above bills were incurred in the case of Frank A. Becker vs. City of Chicago, No. 256,188, Superior Court, which is still on hearing before Master in Chancery George T. Kelly. The item allowed Mr. Shaw was for expert testimony on handwriting, and included the examination of the documents, preliminary consultations and three appearances before the Master. Mr. Kendig was allowed $10.00 as expert on printing, and Mr. Bartells was allowed $10.00 for expert testimony on market quotations. Mr. Reker assisted in the work of abstracting the record in the case, the testimony being voluminous.

Hoping the above will cover the points on which you desire information from me, I am

Yours truly,

LEON HORNSTEIN,

Assistant Corporation Counsel.

REPORT OF E. N. ZOLINE.

CHICAGO, February 7, 1907.

Hon. James Hamilton Lewis, Corporation Counsel, City of Chicago:

DEAR SIR—Pursuant to your verbal request, I hereby take pleasure in making a report of legal work done by me, and cases handled by me, under your direction, for the City of Chicago, since the first day of October, 1906, to the first day of February, 1907.

SERVICES DURING THE MONTH OF OCTOBER, 1906.

Procured mandate from the Supreme Court in the matter of the City of Chicago vs. Board of Review and the Illinois Telephone and Telegraph Company and the Illinois Tunnel Company, and collected costs from said companies for the City of Chicago in said cause, and turned same over to your Financial Clerk for transmission to the City Collector. In this connection permit me to state that I acted as Special Counsel in the Lower Court as well as in the Supreme Court in the Tunnel Tax litigation, which case resulted in a great victory to the city, and is now yielding a revenue of $87,000.00 per year. I do not intend to take entire credit for the result of this case, as it was commenced by you, and argued in the Supreme Court jointly by yourself and myself, but the victory achieved was due mainly to the research of the authorities made by me, and to the uncomfortable position into which we drove the able counsel on the other side. During the same month I filed the mandate in the Circuit Court.

Some months prior to that I was directed to look into the title of the City of Chicago to the various properties commonly known as the "Gage Farms." I have examined voluminous abstracts, and have rendered opinions in those matters to you. It was a great task, inasmuch as the litigation attending these "Farms" and other properties of Gage and his bondsmen covered a period of something like thirty-four years, and it was in a most unsatisfactory condition. I found a great deal of confusion in those matters. I had all the abstracts continued, and thoroughly examined same in connection with various decisions of the Supreme Court rendered in prior years relating to these same lands. I turned over to you my written opinions in relation to same, which were by you duly transmitted to the Comptroller of

the City of Chicago. As a result of my investigation I found that in 1898 former Corporation Counsel Thornton had commenced a suit in behalf of the City of Chicago against one E. V. Carey, for the partition of sixty-five acres of land commonly known as the Gage-Grossdale Farm. I also found that said case was not looked after by the city, and that same was stricken from the docket several years ago. I was then instructed by you to get said suit reinstated and place same at issue, in which I well succeeded. The suit was reinstated on the docket during the month of October. I also succeeded in getting the court to enter a decree of partition without a reference to a Master in Chancery, thus saving the city several hundred dollars' costs usually taxed in cases referred to Masters in Chancery. I had various consultations with the Comptroller of the City of Chicago and yourself in relation to said partition suit, as well as with the counsel representing the other side.

Some time prior to the month of October, 1906, I was directed by you to intervene in three tax suits, wherein the Northwestern, Lake Street and the Union Consolidated Railroads procured in 1901 injunctions enjoining the collection of taxes for the year 1901, which amounted to something like $30,000.00. These cases were pending in the Circuit Court since 1901. The County Collector being the only defendant, the County Attorney was supposed to have looked into these cases, but in view of the fact that no move was made to have these injunctions dissolved on the part of the county, you did instruct me to get leave of court to have the City of Chicago made a party defendant in these cases, and thus give the city the right to defend the suits and get the injunctions dissolved. After a hard fight the court granted me leave to intervene on behalf of the City of Chicago, and during the month of October the cases were on the trial calendar before Judge Honore. As the points of law involved in these cases were numerous and complicated, I devoted a great deal of time during the month of October preparing said cases for trial.

During the same month I also examined the law and the pleadings filed in the City of Chicago vs. the Pullman Estate and Board of Review Tax matter; I also examined pleadings and the law relating to same in the matter of the City of Chicago vs. Keith Estate, pending in the Circuit Court.

SERVICES DURING THE MONTH OF NOVEMBER, 1906.

Under your direction I carefully looked into the suit brought by Annie G. Evans et al. against the City of Chicago and Lawrence E. McGann as Comptroller, which is a suit for an accounting against the city growing out of the former litigations of the City of Chicago and the defaulting Treasurer, Gage; in this suit the said Annie G. Evans is attempting to collect something like a million and a half from the City of Chicago. In this case I heretofore filed a demurrer, and during the month of November I examined a great many authorities relating to said case, and also was collecting information with a view of preparing an answer to the suit should the demurrer filed by me be overruled. The numerous matters involved in said appeal, and the amount involved, and the lapse of time since the transaction occurred, has given me a great deal of worry and trouble. Thus far the counsel on the other side have not called up my demurrer, which may be taken as a tacit admission that the demurrer filed by me is well taken.

The case of the Lake Street Elevated Railroad Company, enjoining the collection of the taxes for the year 1901, as heretofore detailed by me, was reached for trial before Judge Honore during the month of November, and took four days of actual trial work during that month, outside of time in watching the case.

During the same month I prepared a

voluminous brief and abstracted testimony in the case of the Northwestern Elevated Railroad Company vs. the City of Chicago and the County before Judge Honore, which was to be tried, and was tried, immediately upon the conclusion of the case of the Lake Street Elevated Railroad Company.

SERVICES DURING THE MONTH OF DECEMBER, 1906.

The hearing of the Elevated Railroad cases, as heretofore detailed, was partly resumed during the month of December, and I devoted several days in the month of December in winding up said cases before Judge Honore. In these cases I succeeded in getting the injunctions sued out in 1901 dissolved, and compelled the Elevated Railroads to turn over in open court to the County Treasurer certified checks amounting to thirty thousand dollars. The suits were very hotly contested by Mr. Clarence Knight and H. Adams for the Railroad Companies, and involved not only the collection of these taxes in question, but the validity of the entire tax levy for the year 1901, as well as for the years 1906 and 1907; in fact the entire method of the Board of Review was attacked. An adverse decision might have crippled the finances of the city and county, and hundreds of injunctions would have followed these suits.

During the same month I appeared before Judge Clifford and argued a demurrer in the Mandamus suit of the City of Chicago against the Board of Review and the Keith Estate; and also prepared brief for Judge Clifford.

SERVICES DURING THE MONTH OF JANUARY, 1907.

During this month I have amended the petition for Mandamus for the City of Chicago vs. Board of Review and Keith Estate, examined the records in the Probate Court in the matter of the said suit for the purpose of getting data for the amendment. I appeared before Judge Clifford and got a rule on the other side to answer the amended petition.

I also appeared before Judge McEwen of the Superior Court in the partition suit of the City of Chicago vs. Carey on a motion directing the Commissioners to act. I held conferences with the counsel on the other side for the purpose of adjusting the partition suit without expense to the city, and got various propositions from the other side looking towards an equitable partition of same, and submitted same to the Comptroller of the City of Chicago for investigation, which matter, as I understand it, will be presented to the Finance Committee with a view of taking action upon the propositions made by the counsel on the other side.

During the same month I also made preparations for the purpose of calling up the demurrer in the case of Evans vs. the City of Chicago, but in view of the death of Francis M. Barrett, formerly connected with the Comptroller of the City of Chicago, I deemed it best not to call said demurrer up at this time.

Permit me to suggest that in performing my duties for the City of Chicago, I have rendered services which were not only beneficial to the city for the time being, but which, in my opinion, will have a lasting effect upon the welfare of the city in future generations to come.

Sincerely yours,

E. N. ZOLINE.

PAY ROLL FOR MONTH, OCTOBER, 1906.

Lewis, James Hamilton, Virginia Hotel, Corporation Counsel.....$ 500.00
Barge, William D., 2125 Michigan avenue, Assistant Corporation Counsel... 416.66
Baker, Harry, 4500 Wabash avenue, Assistant Corporation Counsel..... 125.00
Cagney, M. W., 625 West 65th place, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements..... 166.66
Childs, Frank L., 89 North Francisco avenue, Assistant Corporation Counsel.. 208.33
De Armond, W. W., Room 5, 70 Dearborn street, Asst. Corporation Counsel 150.00
Hogan, Frank J., 2055 Leavitt street, Assistant Corporation Counsel and Attorney Fire Department..... 229.17
Hornstein, Leon, 1045 East 59th street, Assistant Corporation Counsel..... 250.00
Hoyne, Maclay, 4923 Washington avenue, Assistant Corporation Counsel..... 416.66
Mathias, Lee D., 120 East 49th street, Assistant Corporation Counsel..... 250.00
Johnston, Frank, J., 217 Belden avenue, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements..... 250.00
Mitchell, Charles H., 6700 Perry avenue, Assistant Corporation Counsel and Attorney Board of Local Improvements..... 416.66
Murphy, Daniel P., 1632 Pemberton avenue, Assistant Corporation Counsel.. 250.00
O'Connor, John M., 238 Dearborn avenue, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements..... 250.00
Souhrada, Frank C., 571 Centre avenue, Assistant Corporation Counsel..... 125.00
Sullivan, Michael F., 78 Ashland avenue, Assistant Corporation Counsel..... 250.00
Sutherland, Thomas J., 59 Bryant place, Assistant Corporation Counsel.... 416.66
Wade, Edward T., 5234 Michigan avenue, Assistant Corporation Counsel.... 208.33
Tuley, Thomas J., 866 West Madison street, Assistant Corporation Counsel.. 100.00
Arndt, Albert, 7125 Emerald avenue, Court Reporter..... 83.33
Berkley, Sadie, 5722 Calumet avenue, Stenographer and Law Clerk..... 75.00
Brubaker, Edward, 6637 Stewart avenue, Stenographer and Law Clerk..... 83.33
Cirzan, Julius S., 131 West Blackhawk street, Law Clerk..... 75.00
Clark, William H., 2250 State street, Law Clerk..... 100.00
Ellington, Ernest E., 9631 Winchester avenue, Law Court Clerk..... 166.66
Gimlin, Ara, 1038 Wilson avenue, Stenographer and Law Clerk..... 75.00
Haynes, George M., 4163 Lake avenue, Law Clerk..... 100.00
Hyldahl, Jens N., 1385 Monticello avenue, Law Clerk and Secretary..... 125.00
Judge, Fannie, 949 Monroe street, Stenographer and Law Clerk..... 75.00
Kennedy, Minnie, 271 Homan avenue, Stenographer and Law Clerk..... 100.00
McInerney, John L., 4547 Lowe avenue, Law and Docket Clerk..... 100.00
Miltimore, Emma E., 439 South Normal Parkway, Law and Filing Clerk..... 75.00
Quinn, Bessie, 5348 Wabash avenue, Stenographer and Law Clerk..... 75.00
Ryan, Katherine E., 744 West Adams street, Stenographer and Law Clerk... 75.00
Schmidt, Maude, 24 Humboldt boulevard, Stenographer and Law Clerk..... 75.00
Scholl, H. Louise, 3935 Ellis avenue, Stenographer and Law Clerk..... 83.33
Shoemaker, Louise, 4105 Calumet avenue, Stenographer and Law Clerk..... 75.00
Stevens, William B., 1440 Newport avenue, Messenger and Law Clerk..... 75.00
Streeter, Wallace I., 46 North Francisco avenue, Law Clerk..... 83.33
Susralski, K., 361 Southport avenue, Law Clerk..... 100.00
Theriault, Edgar, 195 South Center avenue, Law Clerk and Interpreter..... 100.00
Thompson, Joseph J., 6551 Normal avenue, Stenographer and Law Clerk..... 75.00
Toomey, Thomas, 593 Central Park avenue, Telephone Operator..... 50.00
Wall, Mollie, 3508 Western avenue, Stenographer and Law Clerk..... 75.00

Wintermeyer, William, 149 West Chicago avenue, Law Clerk..... 75.00

$7,229.11

Emmicke, George, 15 Dean street, Assistant Corporation Counsel and Attorney Public Works Department.....$ 166.66
Lyman, Margaret, 4724 Union avenue, Stenographer and Law Clerk..... 75.00

$ 241.66

PAY ROLL FOR MONTH, NOVEMBER, 1906.

Lewis, James Hamilton, Virginia Hotel, Corporation Counsel.....$ 500.00
Barge, William D., 2125 Michigan avenue, Assistant Corporation Counsel.... 416.66
Baker, Harry, 4500 Wabash avenue, Assistant Corporation Counsel..... 125.00
Cagney, M. W., 625 West 65th place, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements..... 166.66
Childs, Frank L., 89 North Francisco avenue, Assistant Corporation Counsel.. 208.33
De Armond, W. W., Room 5, 70 Dearborn street, Asst. Corporation Counsel 150.00
Hogan, Frank J., 2055 Leavitt street, Assistant Corporation Counsel and Attorney Fire Department..... 229.17
Hornstein, Leon, 1045 East 59th street, Assistant Corporation Counsel..... 250.00
Hoyne, Maclay, 4923 Washington avenue, Assistant Corporation Counsel... 416.66
Mathias, Lee D., 120 East 49th street, Assistant Corporation Counsel..... 250.00
Johnston, Frank, Jr., 217 Belden avenue, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements..... 250.00
Mitchell, Charles H., 6700 Perry avenue, Assistant Corporation Counsel and Attorney Board of Local Improvements..... 416.66
Murphy, Daniel P., 1632 Pemberton avenue, Assistant Corporation Counsel.. 250.00
O'Connor, John M., 238 Dearborn avenue, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements..... 250.00
Souhrada, Frank C., 571 Centre avenue, Assistant Corporation Counsel..... 125.00
Sullivan, Michael F., 78 Ashland avenue, Assistant Corporation Counsel..... 250.00
Sutherland, Thomas J., 59 Bryant place, Assistant Corporation Counsel..... 416.66
Wade, Edward T., 5234 Michigan avenue, Assistant Corporation Counsel..... 208.33
Tuley, Thomas J., 866 West Madison street, Assistant Corporation Counsel.. 100.00
Berkley, Sadie, 5722 Calumet avenue, Stenographer and Law Clerk..... 75.00
Brubaker, Edward, 6637 Stewart avenue, Stenographer and Law Clerk..... 83.33
Cirzan, Julius S., 131 West Blackhawk street, Law Clerk..... 75.00
Clark, Wm. H., 2250 State street, Law Clerk..... 100.00
Ellington, Ernest E., 9631 Winchester avenue, Law Court Clerk..... 166.66
Gimlin, Ara, 1038 Wilson avenue, Stenographer and Law Clerk..... 75.00
Haynes, George M., 4163 Lake avenue, Law Clerk..... 125.00
Hyldahl, Jens N., 1385 Monticello avenue, Law Clerk and Secretary..... 125.00
Judge, Fannie, 949 Monroe street, Stenographer and Law Clerk..... 75.00
Kennedy, Minnie, 271 Homan avenue, Stenographer and Law Clerk..... 100.00
McInerney, John L., 4547 Lowe avenue, Law and Docket Clerk..... 100.00
Miltimore, Emma E., 439 South Normal Parkway, Law and Filing Clerk.... 75.00
Quinn, Bessie, 5348 Wabash avenue, Stenographer and Law Clerk..... 75.00
Ryan, Katherine E., 744 West Adams street, Stenographer and Law Clerk... 75.00
Schmidt, Maude, 24 Humboldt boulevard, Stenographer and Law Clerk..... 75.00
Scholl, H. Louise, 3935 Ellis avenue, Stenographer and Law Clerk..... 83.33

Shoemaker, Louise, 4105 Calumet avenue, Stenographer and Law Clerk	75.00
Stevens, William B., 1440 Newport avenue, Messenger and Law Clerk	75.00
Streeter, Wallace I., 46 North Francisco avenue, Law Clerk	83.33
Susralski, K., 361 Southport avenue, Law Clerk	100.00
Theirault, Edgar, 195 South Centre avenue, Law Clerk and Interpreter	100.00
Thompson, Joseph J., 6551 Normal avenue, Stenographer and Law Clerk	75.00
Toomey, Thomas, 593 Central Park avenue, Telephone Operator	50.00
Wall, Mollie, 3508 Western avenue, Stenographer and Law Clerk	75.00
Wintermeyer, William, 149 West Chicago avenue, Law Clerk	75.00
	$7,170.78

Emmicke, George, 15 Dean street, Assistant Corporation Counsel and Attorney Public Works Department	$ 166.66
Lyman, Margaret, 4724 Union avenue, Stenographer and Law Clerk	75.00
	$ 241.66

PAY ROLL FOR MONTH, DECEMBER, 1906.

Lewis, James Hamilton, Virginia Hotel, Corporation Counsel	$ 500.00
Barge, William D., 2125 Michigan avenue, Assistant Corporation Counsel	416.66
Baker, Harry, 4500 Wabash avenue, Assistant Corporation Counsel	125.00
Cagney, M. W., 625 West 65th place, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements	166.66
Childs, Frank L., 89 North Francisco avenue, Assistant Corporation Counsel	208.33
De Armond, W. W., Room 5, 70 Dearborn street, Asst. Corporation Counsel	175.00
Hogan, Frank J., 2055 Leavitt street, Assistant Corporation Counsel and Attorney Fire Department	229.17
Hornstein, Leon, 1045 East 59th street, Assistant Corporation Counsel	250.00
Hoyne, Maclay, 4923 Washington avenue, Assistant Corporation Counsel	416.66
Mathias, Lee D., 120 East 49th street, Assistant Corporation Counsel	250.00
Johnston, Frank, Jr., 217 Belden avenue, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements	250.00
Mitchell, Charles H., 6700 Perry avenue, Assistant Corporation Counsel and Attorney Board of Local Improvements	416.66
Murphy, Daniel P., 1632 Pemberton avenue, Assistant Corporation Counsel	250.00
O'Connor, John M., 238 Dearborn avenue, Assistant Corporation Counsel and Assistant Attorney Board of Local Improvements	250.00
Souhrada, Frank C., 571 Centre avenue, Assistant Corporation Counsel	125.00
Sullivan, Michael F., 78 Ashland avenue, Assistant Corporation Counsel	250.00
Sutherland, Thomas J., 59 Bryant place, Assistant Corporation Counsel	416.66
Wade, Edward T., 5234 Michigan avenue, Assistant Corporation Counsel	208.33
Tuley, Thomas J., 866 West Madison street, Assistant Corporation Counsel	100.00
Berkley, Sadie, 5722 Calumet avenue, Stenographer and Law Clerk	75.00
Brubaker, Edward, 6637 Stewart avenue, Stenographer and Law Clerk	83.33
Cirzan, Julius S., 131 West Blackhawk street, Law Clerk	75.00
Clark, Wm. H., 2250 State street, Law Clerk	100.00
Ellington, Ernest E., 9631 Winchester avenue, Law Court Clerk	166.66
Gimlin, Ara, 1038 Wilson avenue, Stenographer and Law Clerk	75.00
Haynes, George M., 4163 Lake avenue, Law Clerk	125.00
Hyldahl, Jens. N., 1385 Monticello avenue, Law Clerk and Secretary	125.00

Judge, Fannie, 949 Monroe street, Stenographer and Law Clerk	75.00
Kennedy, Minnie, 271 Homan avenue, Stenographer and Law Clerk	100.00
McInerney, John L., 4547 Lowe avenue, Law and Docket Clerk	100.00
Miltimore, Emma E., 439 South Normal Parkway, Law and Filing Clerk	75.00
Quinn, Bessie, 5348 Wabash avenue, Stenographer and Law Clerk	75.00
Ryan, Katherine E., 744 West Adams street, Stenographer and Law Clerk	75.00
Schmidt, Maude, 24 Humboldt boulevard, Stenographer and Law Clerk	75.00
Scholl, H. Louise, 3935 Ellis avenue, Stenographer and Law Clerk	83.33
Shoemaker, Louise, 4105 Calumet avenue, Stenographer and Law Clerk	75.00
Stevens, William B., 1440 Newport avenue, Messenger and Law Clerk	75.00
Streeter, Wallace I., 46 North Francisco avenue, Law Clerk	83.33
Susralski, K., 361 Southport avenue, Law Clerk	100.00
Theirault, Edgar, 195 South Centre avenue, Law Clerk and Interpreter	100.00
Thompson, Joseph J., 6551 Normal avenue, Stenographer and Law Clerk	75.00
Toomey, Thomas, 593 Central Park avenue, Telephone Operator	50.00
Wall, Mollie, 3508 Western avenue, Stenographer and Law Clerk	75.00
Wintermeyer, William, 149 West Chicago avenue, Law Clerk	75.00
	$7,195.78
Emmicke, George, 15 Dean street, Assistant Corporation Counsel and Attorney Public Works Department	$ 166.66
Lyman, Margaret, 4724 Union avenue, Stenographer and Law Clerk	75.00
	$ 241.66

In connection with the foregoing report, Ald. Harkin, with unanimous consent, presented the following resolutions:

Be it resolved by the City Council of the City of Chicago:

That, Whereas, the City Council at a late meeting passed a resolution requesting the Corporation Counsel's office to furnish a list of the assistants and expenditures, as well as to report as to the manner of the conduct of the office; and

WHEREAS, Said resolution gave rise to the public report and public print that might carry the suggestion that the object of the resolution was to reflect upon Corporation Counsel James Hamilton Lewis or upon the manner in which he had discharged some particular duty; now, therefore, be it

Resolved, By the City Council, that the passage of the said resolution had in no wise any purpose of reflection upon the Corporation Counsel as an official or as a citizen. Be it resolved that the City Council takes pleasure in certifying to its very high respect and admiration of the Corporation Counsel, both as to his work in his official capacity and his character as a gentleman and citizen.

Be It Further Resolved, That the Council acknowledges the ever existing courtesy and urbanity with which Colonel Lewis has met all the demands of the Council either as an assembled body or as individuals. That it recognizes his services in his office as that of a diligent and capable official, disclosing the highest class of merit as a lawyer and the strictest degree of honor and devotion to the public in the discharge of his services.

Resolved, That, notwithstanding any political differences that may exist upon the mere matter of party opposition between that represented by the Corporation Counsel and that by any Alderman, the Aldermen nevertheless express in session assembled that the service of the Corporation Counsel to the city as its head law officer has been of an exceptional character of the highest merit, producing a success to the city to its

great benefit and to the credit of the administration he represents.

Be It Further Resolved, That the object of the resolution as passed by the Council and the object of the Council in passing the resolution was to obtain information of the character necessary to control the expenditures and to ascertain the manner of service rendered by certain attaches of the Corporation Counsel's office, and to further ascertain whether the same should be longer necessary, and if found to be no longer necessary to relieve the Corporation Counsel of their further engagement.

Ald. Harkin moved to adopt the resolutions.

The motion prevailed.

DEPARTMENT OF LOCAL TRANSPORTATION.

The Clerk presented the following report from the Department of Local Transportation, which was ordered published and referred to the Committee on Local Transportation:

REPORT OF THE DEPARTMENT OF TRANSPORTATION, MAY 1ST, 1906, TO DECEMBER 31ST, 1906.

Transportation accidents investigated	2,270
Inquests attended	95

Violations Reported by Police.

Overcrowding	11,894
Broken fenders	873
Cars below 50 deg. Fahrenheit	973
Dusty streets	667
Dangerous holes in paving	787
Cars without sand	80
Dirty cars	728
Worn and dangerous rails	113
Bad order brakes	256
Flat wheels	9
Cars exceeding school hour speed	75
Cars unventilated	885
Railroad crossings without watchmen	50
Cars, no vestibule	34
Cars without wheel guards	237
Trailers without brake chains	154
Cars, no thermometer	55
Broken windows	32
No signs	99
Complaints from the public	300

(By letters, telephone and conversation.)

Over thirty-five hundred (3,500) letters have been sent out mainly to injured parties and to witnesses of accidents. As a result we have valuable information as to the cause of transportation accidents. More help is needed in order to thoroughly tabulate and digest this information for the safety of passengers.

By attending the inquests and making special inquiry as to certain details which could only be obtained by sworn testimony much valuable information has been secured.

The efforts made as to the broken fenders, cold cars, dusty streets, dangerous holes and rails, bad order brakes, broken windows, school speed, railroad crossings, met with very fair results as the City Code covers these points well enough to secure conviction and levy fines.

The overcrowding, dirty cars, ventilation, vestibule, wheelguard, and sign section of the code were found to be defective or too indefinite to hold in court.

The department has been seriously embarrassed by the fact that there is no police power ordinance requiring the car companies to operate their cars at certain intervals and imposing a fine for its violation. As a consequence, the efforts to compel the companies to obey certain sections of the code only drove cars out of service, and it had to be abandoned.

Ordinances found necessary by accidents and by defects in the City Code, and an ordinance providing schedules for all lines are now before the Local Transportation Committee. Most of the overcrowding cases were obtained while gath-

ering figures on which to base the schedule ordinance.

The seven hundred and eighty-seven (787) cases of dangerous pavements were places that were liable to upset a fire engine or patrol wagon.

The letters received from citizens have covered about every phase of transportation—overwork, noisy cars, car routes, leaky elevated, sprinkling, dust, broken cars, switching back, teamsters, elevated stations, railroad suburban crowds, elevated station sanitation, new schemes of all kinds, track elevation, expectoration, petitions, dangerous curves, switches, dark crossings and viaducts, broken wires, waiting for time, ill tempered employes, running by stations and streets, transfers, dark cars, etc., and about a dozen inquiries from officials of other cities.

The officers detailed to examine "accidents" cars have furnished valuable reports as to the cause of many accidents that were formerly classified as "unknown," "slippery rail," or "brakes wouldn't work."

An average of ten (10) officers has been detailed to this department. However, their duties have been such as would practically amount to police duty. As a result of this detail of police being constantly on the hunt for poor service, the car companies have made extra efforts to provide good service if there was a penal ordinance back of the officers.

All complaints of the traction companies as to blockades, street repairs or other delays to traffic have been promptly attended to, and these officers detailed there until the trouble was over.

The mounted police have done admirable service in looking after teams and other street traffic. The officers at the crossings and the mounted police are now handling the downtown traffic, so that there is very little delay to cars in the loop district, other than that due to defective cars, trolley wire curves, wagon breakdowns and street repairs, in which case officers from this department are detailed to help out.

Patrolmen whose regular beats include the car barns have been reporting the number of good order cars held in the barns during the rush hours. As a result the car barns are fairly well cleared of idle cars during the rush hours.

The change made last summer from cable to trolley has improved the service as to quality, but the number of standing passengers during the hours of the day remains about the same.

The work or field of this department increased considerably during the latter part of the year. This was due to the assistance previously rendered to both transportation companies and the public in the direction of better service. This is true of all lines—surface, steam, elevated, local and suburban. Therefore, arrangements should be made which will enable this department to properly handle the demands made upon it by the public.

Respectfully submitted,

M. F. Doty,

Superintendent of Transportation.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted an ordinance establishing the grade of sundry streets.

Which was, by unanimous consent, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell,

Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A list of assessment rolls filed in the County Court, February 15, 1907, for final hearing March 8, 1907.

Which was placed on file.

ALSO,

The following report, which was ordered published and placed on file:

February 18, 1907.

Honorable Edward F. Dunne, Mayor, and Members of the City Council:

GENTLEMEN—I submit herewith statement of Special Assessment Improvement Bond Fund, in accordance with the ordinance which provides that the Board of Local Improvements shall make report upon the same.

Respectfully,

JOHN A. MAY,

Secretary Board of Local Improvements.

STATEMENT OF SPECIAL ASSESSMENT IMPROVEMENT BOND FUND, JANUARY, 1907.

Warrant.	Principal.	Interest.	Refunded.	Bal. Due.
30001	.....	$ 451.93	$ 451.93	.....
30002	.....	311.04	311.04	.....
30003	.....	163.06	163.06	.....
30004	$ 953.09	100.00	1,053.09	.....
30007	.....	1,125.58	914.54	$ 211.04
30009	140.00	81.08	181.08	40.00
30011	.....	186.56	186.56	.....
30012	.....	297.80	297.80	.....
30013	.....	281.09	281.09	.....
30015	.....	477.57	326.45	151.12
30016	.....	307.33	307.33	.....
30017	452.64	.....	364.32	88.32
30020	337.69	.....	80.76	256.93
30022	821.99	.....	667.91	154.08
30029	391.96	.....	315.48	76.48
30030	890.16	.....	.....	890.16
30037	91.08	.....	91.08	.....
30043	.30	.....	.30	.....
30054	35.96	.....	.....	35.96
30056	28.16	.....	.....	28.16
30064	4.95	.....	4.95	.....
30089	47.11	.....	.....	47.11
30090	16.74	.....	16.74	.....
30092	41.42	.....	.....	41.42
30112	7.68	.....	.....	7.68
30116	161.27	.....	80.74	80.53
30127	47.52	.....	.....	47.52
30132	56.89	.....	.....	56.89
30135	45.27	.....	.....	45.27
30137	8.21	.....	8.21	.....
30141	46.50	.....	46.50	.....
30149	20.55	.....	20.55	.....
30153	22.50	.....	.....	22.50
30159	104.17	.....	.....	104.17

Warrant.	Principal.	Interest.	Refunded.	Bal. Due.
30168	23.69	.....	.....	23.69
30175	127.00	.....	.....	127.00
30183	23.99	.....	.....	23.99
30190	20.62	.....	.....	20.62
30202	19.32	.....	.....	19.32
30203	.30	.....	.30	.....
30208	71.55	.....	.....	71.55
30219	20.81	.....	.....	20.81
30228	26.55	.....	.....	26.55
30246	5.00	.....	.....	5.00
30251	132.02	.....	.....	132.02
30252	149.88	.....	149.88	.....
30256	114.14	.....	.....	114.14
30261	117.07	.....	.....	117.07
30262	51.27	.....	13.81	37.46
30263	17.96	.....	.....	17.96
30264	40.50	.....	40.50	.....
30266	39.95	.....	.....	39.95
30272	21.52	.....	21.52	.....
30294	8.91	.....	8.91	.....
30296	4.59	.....	.....	4.59
30298	40.38	.....	.....	40.38
30299	14.31	.....	.....	14.31
30300	46.19	.....	8.16	38.03
30302	1.80	.....	.....	1.80
30303	53.00	.....	.....	53.00
30309	3.27	.....	.....	3.27
30316	185.99	.....	.....	185.99
30330	23.77	.....	.....	23.77
30332	19.44	.....	3.74	15.70
30335	4.57	.....	.....	4.57
30336	23.71	.....	23.71	.....
30339	19.00	.....	.....	19.00
30341	7.20	.....	7.20	.....
30346	.94	.....	.....	.94
30347	128.61	.....	36.11	92.50
30348	28.80	.....	.....	28.80
30352	8.16	.....	8.16	.....
30354	42.90	.....	.....	42.90
30357	7.50	.....	.....	7.50
30370	22.50	.....	.....	22.50
30372	21.96	.....	.....	21.96
30374	195.11	.....	.....	195.11
30382	23.87	.....	.....	23.87
30383	.....	21.17	.....	21.17
30384	221.21	.....	221.21	.....
30385	.....	547.50	547.50	.....
30386	227.64	308.13	535.77	.....
30387	204.35	.....	204.35	.....
30388	387.52	724.35	1,111.87	.....

Warrant.	Principal.	Interest.	Refunded.	Bal. Due.
30389	199.49	309.58	374.28	134.79
30390	.....	119.92	119.92	.....
30391	.....	79.84	79.84	.....
30392	300.00	181.25	481.25	.....
30393	.....	97.80	97.80	.....
30394	115.93	.....	115.93	.....
30395	513.59	.....	513.59	.....
30397	178.20	.....	178.20	.....
30399	1,775.12	402.44	2,177.56	.....
30400	.....	255.44	255.44	.....
30401	.....	277.39	277.39	.....
30402	.....	432.28	432.28	.....
30403	.....	557.38	557.38	.....
30406	.....	358.28	358.28	.....
30412	.....	207.46	207.46	.....
30419	35.64	.....	35.64	.....
30420	33.01	.....	.....	33.01
30428	18.68	.....	.....	18.68
30430	32.18	.....	.....	32.18
30432	107.88	.....	.....	107.88
30435	5.10	.....	5.10	.....
30440	54.09	.....	.....	54.09
30441	117.14	.....	.....	117.14
30450	44.14	.....	.....	44.14
30458	18.32	.....	.....	18.32
30462	2.04	.....	.....	2.04
30463	50.74	.....	10.94	39.80
30467	134.16	.....	.....	134.16
30472	1.59	.....	1.59	.....
30478	.10	.....	.....	.10
30481	129.00	.....	.....	129.00
30488	52.03	.....	.....	52.03
30492	140.16	.....	.....	140.16
30493	25.28	.....	24.41	.87
30498	410.11	.....	63.44	346.67
30499	11.09	.....	11.09	.....
30507	1.83	.....	.....	1.83
30512	4,040.11	1,888.42	3,559.12	2,369.41
30514	.....	762.60	303.20	459.40
30515	.....	279.73	279.73	.....
30516	.....	169.04	169.04	.....
30518	33.72	.....	.....	33.72
30523	23.15	.....	.....	23.15
30536	41.62	.....	20.60	21.02
30546	14.91	.....	.....	14.91
30548	100.05	.....	.....	100.05
30549	59.38	.....	.....	59.38
30553	9.86	.....	.....	9.86
30555	9.26	.....	.....	9.26
30563	9.48	.....	.....	9.48

30567	8.91	.....	8.91	.....
30568	66.15	.....	32.58	33.57
30570	.....	68.44	68.44	.....
30579	12.48	.....	.....	12.48
30592	9.34	.....	9.34	.....
30599	.....	130.90	130.90	.....
30600	.....	263.87	159.49	104.38
30604	17.22	.....	.....	17.22
30606	175.44	.....	.....	175.44
30607	185.00	.....	185.00	.....
30609	292.62	407.25	338.38	361.49
30611	.....	743.72	743.72	.....
30612	.....	51.18	51.18	.....
30614	203.14	1,118.76	833.83	488.07
30615	.....	218.08	218.08	.....
30617	53.94	.....	.....	53.94
30618	.....	145.23	116.94	28.29
30622	.....	201.26	96.72	104.54
30625	135.00	355.34	490.34	.....
30626	94.13	298.43	392.56	.....
30627	.....	506.89	506.89	.....
30628	.....	609.98	609.98	.....
30629	.40	185.76	186.16	.....
30630	.....	380.72	380.72	.....
30631	.....	95.31	95.31	.....
30632	172.89	.....	53.39	119.50
30634	83.65	.....	.....	83.65
30635	332.96	.....	.....	332.96
30636	73.08	.....	.....	73.08
30638	.....	315.84	246.56	69.28
30643	.....	167.10	167.10	.....
30644	.....	38.09	.....	38.09
30645	.....	493.97	322.05	171.92
30646	.....	139.48	139.48	.....
30647	.....	149.60	149.60	.....
30648	.....	759.00	759.00	.....
30649	.....	409.97	409.97	.....
30650	41.20	266.79	307.99	.....
30653	61.24	.....	61.24	.....
30660	58.87	.....	.....	58.87
30661	122.55	.....	.....	122.55
30666	10.23	.....	.....	10.23
30676	33.18	.....	.....	33.18
30692	33.12	.....	.....	33.12
30701	13.44	.....	13.44	.....
30706	.....	107.12	80.34	26.78
30707	.....	262.17	222.55	39.62
30709	.01	.....	.....	.01
30710	282.52	.....	56.71	225.81
30715	.....	181.30	181.30	.....
30717	178.40	.....	.....	178.40

Warrant.	Principal.	Interest.	Refunded.	Bal. Due.
30720	2,410.75	.....	2,410.74	.01
30726	50.92	.....	.....	50.92
30729	8.40	.....	.....	8.40
30739	137.02	400.90	389.42	148.50
30743	11.43	.....	.....	11.43
30744	9.99	.....	.....	9.99
30747	432.06	860.05	1,004.16	287.95
30748	.....	254.37	254.37	.....
30751	.....	529.91	529.91	.....
30752	475.30	592.34	749.04	318.60
30753	.....	488.53	488.53	.....
30754	.....	77.88	77.88	.....
30755	.....	324.05	324.05	.....
30756	18.34	245.70	264.04	.....
30757	20.80	130.21	118.48	32.53
30758	.....	1,363.91	1,363.91	.....
30759	10.00	107.12	30.07	87.05
30760	.....	341.84	118.86	222.98
30761	.....	102.45	32.53	69.92
30762	.....	849.54	849.54	.....
30763	.....	133.09	133.09	.....
30764	.....	445.84	445.84	.....
30768	19.79	.....	.....	19.79
30773	.....	135.17	.....	135.17
30780	.....	100.40	25.10	75.30
30784	10.17	.....	.....	10.17
30785	83.30	.....	.....	83.30
30792	.....	146.33	29.27	117.06
30796	.....	324.40	195.22	129.18
30797	.....	726.18	295.50	430.68
30803	47.16	.....	.....	47.16
30806	10.57	.....	.....	10.57
30810	63.36	.....	10.97	52.39
30816	28.32	.....	14.16	14.16
30817	137.28	.....	.....	137.28
30824	54.53	119.72	.....	174.25
30825	199.89	.....	33.93	165.96
30831	81.80	.....	.....	81.80
30846	68.47	.....	.....	68.47
30852	1,086.20	975.57	694.62	1,367.15
30853	.....	162.93	162.93	.....
30854	.....	417.52	156.57	260.95
30858	.....	70.82	70.82	.....
30860	.....	339.32	339.32	.....
30861	.....	280.23	280.23	.....
30862	6.75	155.82	131.82	30.75
30863	.....	270.85	270.85	.....
30867	.....	1,045.08	1,045.08	.....
30868	.....	173.60	59.86	113.74
30870	.....	831.87	831.87	.....

Warrant.	Principal.	Interest.	Refunded.	Bal. Due.
30873	55.92	.....	19.05	36.87
30877	.....	161.54	75.09	86.45
30897	51.89	.....	.....	51.89
30898	22.00	.....	22.00	.....
30904	103.50	.....	.....	103.50
30922	11.14	.....	.....	11.14
30926	25.26	.....	25.26	.....
30945	127.81	.....	127.81	.....
30947	22.31	.....	.....	22.31
30950	23.04	.....	.....	23.04
30952	11.00	.....	.....	11.00
30961	32.77	.....	.....	32.77
30966	.79	.....	.79	.....
30972	308.62	.....	299.94	8.68
30976	14.16	.....	14.16	.....
30977	204.92	.....	.....	204.92
30989	32.33	.....	.....	32.33
30993	15.69	.....	.....	15.69
31000	17.91	.....	.....	17.91
31003	6.42	.....	.....	6.42
31005	92.12	.....	.....	92.12
31020	312.76	.....	228.14	84.62
31032	.....	328.70	328.70	.....
31034	.....	177.58	146.96	30.62
31035	170.00	1,061.96	780.85	451.11
31036	.....	300.04	300.04	.....
31038	.....	166.92	166.92	.....
31039	.....	161.46	132.21	29.25
31040	.....	471.02	431.98	309.04
31042	.....	64.92	24.86	40.06
31044	.....	1,802.28	1,802.28	.....
31046	.....	137.31	137.31	.....
31048	134.14	731.51	865.65	.....
31050	.....	691.71	382.67	309.04
31059	.....	170.00	170.00	.....
31063	.....	223.31	80.12	143.19
31069	370.23	.....	.....	370.23
31070	3.37	.....	3.37	.....
31073	20.74	.....	.....	20.74
31074	.....	385.48	385.48	.....
31076	.....	273.11	93.71	179.40
31077	171.05	394,29	242.64	322.70
31078	.....	463.13	463.13	.....
31081	.....	646.73	646.73	.....
31082	.....	151.32	50.44	100.88
31085	.....	741.20	463.10	278.10
31086	.....	274.96	274.96	.....
31087	.....	620.03	620.03	.....
31088	.....	457.04	457.04	.....
31093	.....	183.30	61.10	122.20

Warrant.	Principal.	Interest.	Refunded.	Bal. Due.
31094	.....	428.62	110.28	318.34
31095	.....	299.30	299.30	.....
31099	.....	110.90	110.90	.....
31119	40.33	.....	20.17	20.16
31137	.....	1,359.02	1,046.43	312.59
31138	.....	323.27	224.62	98.65
31139	.....	667.91	667.91	.....
31140	.....	258.23	153.29	104.94
31148	.....	15.59	15.59	.....
31149	.....	120.15	120.15	.....
31150	.....	11.59	11.59	.....
31151	.....	265.92	162.36	103.56
31168	379.91	.....	344.25	35.66
31171	93.75	.....	93.75	.....
31173	25.86	.....	.....	25.86
31176	22.24	.....	.....	22.24
31184	51.29	.....	51.29	.....
31207	49.48	.....	12.37	37.11
31209	22.80	.....	.....	22.80
31214	38.30	.....	.....	38.30
31257	236.61	.....	235.10	1.51
31266	.....	107.54	80.96	26.58
31270	.....	306.64	306.64	.....
31271	.....	4.71	4.71	.....
31275	.....	47.67	15.42	32.25
31283	307.34	.....	.....	307.34
31370	53.61	.....	26.81	26.80
31792	.....	4.27	4.27	.....
31808	.....	86.70	86.70	.....
31829	.....	16.03	16.03	.....
31843	.....	11.64	11.64	.....
31857	.....	23.43	23.43	.....
31864	16.77	.....	16.77	.....
31900	.....	159.03	159.03	.....
32020	.....	4.84	4.84	.....
32028	.....	2.40	2.40	.....
32233	.....	29.19	29.19	.....
Total.....	$28,556.22	$50,533.57	$57,676.19	$21,413.60

ALSO,

The following recommendation, estimate and ordinance, which were ordered published and referred to the Committee on Streets and Alleys, North Division:

RECOMMENDATION, ESTIMATE AND ORDINANCE.

RECOMMENDATION BY BOARD OF LOCAL IMPROVEMENTS.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

We hereby submit an ordinance for the improvement, adjusting sewers, catch-basins and manholes, constructing new catch-basins, constructing a granite concrete combined curb and gutter on cinders, grading and paving with asphalt on six inches of Portland cement concrete, swept with natural hydraulic cement the roadways of a system of streets as follows, to-wit:

School street, from the west line of North Robey street to the east line of North Western avenue;

North Seeley avenue, from the north line of School street to the south curb line of Waveland avenue;

North Hamilton avenue, from the north line of School street to the south curb line of Waveland avenue;

North Oakley avenue, from the north line of Belmont avenue to the south curb line of Cornelia avenue, and North Claremont avenue, from the north line of School street to the south curb line of Cornelia avenue; and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of each of said above specified streets between said points (except the intersections of North Hoyne avenue and North Leavitt street with School street, and also except street railway rights of way thereon between said points), in the City of Chicago, County of Cook and State of Illinois, together with an estimate of the cost of said improvement, and recommend the passage of said ordinance, and the making of the improvement contemplated therein.

Respectfully submitted,

CYRIL R. JANDUS,
JOHN F. FINERTY,
N. S. BUDZBAN,
JOHN A. MAY,

Board of Local Improvements of the City of Chicago.

Dated Chicago, February 18, A. D. 1907.

ESTIMATE OF ENGINEER.

To the Board of Local Improvements of the City of Chicago, and to the Mayor and Aldermen of the City of Chicago in City Council Assembled:

The Board of Local Improvements of the City of Chicago having adopted a resolution that the roadways of a system of streets as follows, to-wit:

School street, from the west line of North Robey street to the east line of North Western avenue; North Seeley avenue, from the north line of School street to the south curb line of Waveland avenue; North Hamilton avenue, from the north line of School street to the south curb line of Waveland avenue; North Oakley avenue, from the north line of Belmont avenue to the south curb line of Cornelia avenue, and North Claremont avenue, from the north line of School street to the south curb line of Cornelia avenue; and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced, on each side of each of said above specified streets between said points (except the intersections of North Hoyne avenue and North Leavitt street with School street, and also except street railway rights of way thereon between said points), be improved by adjusting sewers, catch-basins and manholes, constructing new catch-basins, constructing a granite concrete combined curb and gutter on cinders, grading and paving with asphalt on six in-

ches of Portland cement concrete, swept with natural hydraulic cement, and presented to the City Council of the City of Chicago a recommendation that such local improvement be made.

I hereby submit an estimate of the cost of such improvement, including labor, materials and all other expenses attending the same, as provided by law, viz.:

ESTIMATE.

Granite concrete combined curb and gutter on cinders, 22,800 lineal feet, at 70 cents	$ 15,960.00
Grading, 7,000 cubic yards, at 25 cents	1,750.00
Paving with asphalt on 6 inches of Portland cement concrete, swept with natural hydraulic cement, 35,660 square yards, at $2.50	89,150.00
Adjustment of sewers, catch basins and manholes, and constructing 64 new catch basins	6,140.00
Total	$113,000.00

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of the above proposed improvement.

C. D. HILL,

Engineer of the Board of Local Improvements.

Dated Chicago, February 18, A. D. 1907

AN ORDINANCE

For the improvement, adjusting sewers, catch basins and manholes, constructing new catch basins, constructing a granite concrete combined curb and gutter, grading and paving of the roadways of a system of streets, as follows, to-wit: School street, from the west line of North Robey street to the east line of North Western avenue; North Seeley avenue, from the north line of School street to the south curb line of Waveland avenue; North Hamilton avenue, from the north line of School street to the south curb line of Waveland avenue; North Oakley avenue, from the north line of Belmont avenue to the south curb line of Cornelia avenue; North Claremont avenue, from the north line of School street to the south curb line of Cornelia avenue, and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of each of said above specified streets between said points (except the intersections of North Hoyne avenue and North Leavitt street with said School street, and also except street railway rights of way thereon, between said points), in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That a local improvement shall be made within the City of Chicago, in said county and state, the nature, character, locality and description of which local improvement is as follows, to-wit:

That the roadway of School street, from the west line of North Robey street to the east line of North Western avenue, the width of which roadway is hereby established at thirty feet; also the roadway of North Seeley avenue, from the north line of School street to the south curb line of Waveland avenue, the width of which roadway is hereby established at thirty feet; also the roadway of North Hamilton avenue, from the north line of School street to the south curb line of Waveland avenue, the width of which roadway is hereby established at thirty feet; also the roadway of North Oakley avenue, from the north line of Belmont avenue to the south curb line of Cornelia avenue, the width of which roadway is hereby established at thirty

feet; also the roadway of North Claremont avenue, from the north line of School street to the south curb line of Cornelia avenue, the width of which roadway is hereby established at thirty feet, and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of each of said above specified streets, between said points, except as hereinafter specifically provided, be and the same are hereby ordered improved as follows:

A granite concrete combined curb and gutter shall be constructed on each side of the roadway of each of said above specified streets between the points hereinbefore described (except the intersections of North Hoyne avenue and North Leavitt street with said School street, and except across the roadways of all other intersecting streets and all the intersecting alleys between said points), in such a manner that the roadway face of the curb shall be parallel with and fifteen feet from the center line of said School street, said North Seeley avenue, said North Hamilton avenue, said North Oakley avenue and said North Claremont avenue; and a granite concrete combined curb and gutter shall be constructed on each side of the roadways of all streets and alleys intersecting the several streets specified above and extending from the curb line to the street line produced on each side of each of said above specified streets between said points (except the intersections of North Hoyne avenue and North Leavitt street with said School street), in such a manner that the roadway face of the curb shall conform with the curb line on each side of all said intersecting streets, and in such a manner that the back of the curb shall conform with the alley lines produced on each side of all said intersecting alleys, between said points.

Said combined curb and gutter shall be made as follows, to-wit: The concrete to be used shall consist of the best quality of Portland cement mixed with fine crushed granite in the proportion of one part cement and two parts fine granite, into which shall be incorporated four parts of broken granite of varying sizes which will pass through a ring of one and one-half inches internal diameter, and be held on a ring of one-fourth of an inch internal diameter. The cement shall be mixed thoroughly with fine crushed granite, after which it shall be moistened with water to form a mortar, and into which shall be incorporated the four parts of broken granite as specified above and rammed into forms until solid.

The material to be used in finishing the surface of said combined curb and gutter shall consist of the best quality of Portland cement mixed with finely crushed granite, in the proportion of two parts cement and three parts granite, which, after being moistened with water to form a mortar, shall be evenly spread over the surface of said combined curb and gutter to a thickness of one-half inch, and so as to insure a smooth and even surface on the face of the curb and gutter flags, after being evenly troweled and finished with a broom.

The curb shall be seven inches thick and the height at the back shall vary from fourteen inches at the catch basin inlets to nine inches at the summits, and the gutter flags shall be eighteen inches in width and five inches in thickness. The upper roadway edge of the curb shall be rounded to a true arc of a circle having a radius of one and one-half inches.

Said combined curb and gutter shall be constructed upon a bed of cinders six inches in depth after being flooded with water and thoroughly compacted to an even surface, and shall be back filled with earth free from animal or vegetable matter. Said filling to be

four feet wide at the top of the curb and even therewith and shall slope down at the rate of one and one-half feet horizontal to one foot vertical.

Said combined curb and gutter shall be so constructed that the upper surface of the gutter flags shall conform to the surface of the finished roadways hereinafter described, and the top edge of the curb shall coincide with the grade of said above specified streets between the points hereinbefore described, which grade is hereby established as follows, to-wit:

Intersection of North Claremont avenue with School street, 12.0 feet above datum.

Intersection of North Claremont avenue with Roscoe street, 12.0 feet above datum.

Intersection of North Claremont avenue with Cornelia avenue, 11.0 feet above datum.

Intersection of North Oakley avenue with Belmont avenue, 12.0 feet above datum.

Intersection of North Oakley avenue with Melrose street, 12.0 feet above datum.

Intersection of North Oakley avenue with School street, 12.0 feet above datum.

Intersection of North Oakley avenue with Roscoe street, 12.0 feet above datum.

North Oakley avenue at a line parallel with and 300 feet north of the north line of Roscoe street, 11.8 feet above datum.

Intersection of North Oakley avenue with Cornelia avenue, 11.0 feet above datum.

Intersection of North Hamilton avenue with School street, 13.0 feet above datum.

Intersection of North Hamilton avenue with Roscoe street, 13.0 feet above datum.

Intersection of North Hamilton avenue with Cornelia avenue, 14.0 feet above datum.

Intersection of North Hamilton avenue with Addison street, 14.5 feet above datum.

North Hamilton avenue at a line parallel with and 125 feet north of the north line of Addison street, 15.0 feet above datum.

Intersection of North Hamilton avenue with Waveland avenue, 15.0 feet above datum.

Intersection of North Seeley avenue with School street, 15.0 feet above datum.

Intersection of North Seeley avenue with Roscoe street, 15.0 feet above datum.

Intersection of North Seeley avenue with Cornelia avenue, 16.0 feet above datum.

Intersection of North Seeley avenue with Addison street, 16.0 feet above datum.

Intersection of North Seeley avenue with Waveland avenue, 16.5 feet above datum.

Intersection of School street with North Robey street, 15.5 feet above datum.

Intersection of School street with North Hoyne avenue, 14.0 feet above datum.

Intersection of School street with North Leavitt street, 12.0 feet above datum.

Intersection of School street with North Irving avenue, 12.0 feet above datum.

Intersection of School street with North Western avenue, 11.75 feet above datum.

The above heights as fixed shall be measured from the plane of low water in Lake Michigan of A. D. 1847, as established by the Trustees of the Illinois and Michigan Canal, and adopted by the late Board of Drainage Commissioners and by the late Board of Public Works of the City of Chicago, and

now represented by the ordinance of July 11th, A. D. 1898, relating to the corrected elevation of the Old Lind Block bench mark, which determines the base or datum for city levels.

The several roadways of the several streets specified above, between the points hereinbefore described, and also the roadways of all streets and alleys intersecting the several streets specified above and extending from the curb line to the street line produced on each side of the above specified streets, between the points hereinbefore described (except the intersections of North Hoyne avenue and North Leavitt street with said School street, and also except any and all space occupied and used as street railway rights of way thereon between said points, which rights of way are by the ordinances granting them agreed to be paved and kept in repair by the railway companies owning, operating and controlling the same), shall be so graded that after being thoroughly puddled and rolled with a roller of ten tons weight until the several roadbeds are thoroughly compacted, and after the pavement hereinafter described shall have been placed thereon the surface of the pavement at the center of the finished roadway of each of said above specified streets and the center of the finished roadways of all streets intersecting the said above specified streets and extending from the curb line to the street line produced on each side of each of said above specified streets, except where the roadways are occupied by street railway rights of way, shall coincide with the established grade of said above specified streets hereinbefore described, and where said roadways are occupied by street railway rights of way the entire width of all such rights of way shall coincide with the established grade of said above specified streets hereinbefore described, and the surface of the finished roadways at the summit in the gutter between catch basins and adjoining the roadway face of the curb shall be four inches below said established grade, and the surface of the said finished roadways at the catch basin inlets in the gutters, adjoining the roadway face of the curb, shall be nine inches below said established grade.

The slope of the gutters adjoining the roadway face of the curb shall be uniform from the summits to the catch basins, and a transverse section of each of said finished roadways and said gutter flags, where the same is not occupied by street railway rights of way, shall be an arc of a circle passing through the said gutter grades and the grade of the center of each of said finished roadways, and a transverse section of each of said finished roadways and said gutter flags where the same is occupied by street railway rights of way shall be an arc of a circle passing through the said gutter grades and the established grade of each of said above specified streets at each side of said street railway rights of way, at every part of the several roadways of said above specified streets and at every part of the roadways of all streets intersecting the several streets specified above, between the points hereinbefore described.

The surface of the finished pavement in all intersecting alleys hereinbefore specified shall be four inches below the top of the curb on each side of said alley intersections at the street line produced of each of said above specified streets, and shall slope thence at a uniform grade to its intersection with the several gutters hereinbefore described.

Upon the several roadbeds thus prepared, between said points and between said gutter flags, shall be spread a layer of Portland cement concrete six inches in thickness. Said cement shall be so ground that ninety-two per cent will pass through a standard number 100 sieve having 10,000 meshes per square inch.

Briquettes made from a mortar composed of one part said Portland cement

and three parts torpedo sand, or three parts of limestone screenings, or other material equal thereto for concrete purposes, exposed to the air for one day, and immersed in water for six days, shall develop an ultimate tensile strength of 200 pounds per square inch.

One part cement which will stand the above test and comply with the above requirements, and three parts of torpedo sand, or three parts of limestone screenings, or other material equal thereto for concrete purposes, shall be thoroughly mixed dry, and then made into a mortar with the least possible amount of water.

Six parts of the best quality of limestone, or other stone which shall be equal in quality for concrete purposes, of a size that will pass through a ring of two inches internal diameter and be held on a ring of one-half inch internal diameter, all of which stone shall be thoroughly cleaned, free from all foreign substances and drenched with water, shall then be incorporated immediately with the mortar; each batch of concrete shall be thoroughly mixed and at once spread upon the surface of said roadbeds, and thoroughly compacted by ramming until free mortar appears on the surface. The surface of said layer of concrete shall be parallel with and three and one-half inches below the top of the finished pavement.

Upon the concrete foundation as above specified shall be laid a "binder" course, composed of clean, broken limestone crusher run, and of varying sizes which will pass through a ring of one inch internal diameter and be held on a ring of one-fourth inch internal diameter, and asphaltic cement. The stone shall be heated and thoroughly mixed with the asphaltic cement in the proportion of fifteen gallons of asphaltic cement to one cubic yard of stone. This binder shall be spread on the base above described and, while in a hot and plastic condition, shall be rolled until it has a uniform thickness of one and one-half inches. The upper surface shall be exactly parallel with and two inches below the finished surface of the pavement.

Upon this "binder" course shall be laid a wearing surface or pavement proper, which shall be composed of asphaltic cement seventeen parts, sand seenty-three parts and pulverized carbonate of lime ten parts. The sand and asphaltic cement shall be heated separately to a temperature of three hundred degrees Fahrenheit. The pulverized carbonate of lime shall be mixed with the sand and these ingredients then mixed with the asphaltic cement at the above temperature in an apparatus which shall effect a perfect mixture.

All asphaltum used in the making of the asphaltic cement for both the binder and the wearing surface shall be asphaltum obtained from Pitch Lake in the Island of Trinidad, or asphaltum which shall be equal in quality for paving purposes to that obtained from Pitch Lake in the Island of Trinidad.

The material for pavement, when mixed as above, shall be spread at a temperature of two hundred and fifty degrees Fahrenheit. It shall be carefully spread by means of hot iron rakes in such manner as to give uniform and regular grade to such a depth that, after having received its ultimate compression, it will have a thickness of two inches.

The entire surface of the roadways thus improved shall then be compressed by hand rollers, after which natural hydraulic cement in the proportion of one barrel to each one thousand square yards of surface shall be swept over it, and the whole then thoroughly compressed by rolling with a steam roller of ten tons weight, the rolling being continued for five hours for each one thousand square yards of surface.

Sixteen new catch-basins shall be constructed and connected and trapped with

the sewer in North Hamilton avenue and located in the roadway of said North Hamilton avenue at necessary points adjacent to the curb lines; sixteen new catch-basins shall be constructed and connected and trapped with the sewer in North Seeley avenue and located in the roadway of said North Seeley avenue at necessary points adjacent to the curb lines; sixteen new catch-basins shall be constructed and connected and trapped with the sewer in School street and located in the roadway of said School street at necessary points adjacent to the curb lines; eight new catch-basins shall be constructed and connected and trapped with the sewer in North Claremont avenue and located in the roadway of said North Claremont avenue at necessary points adjacent to the curb lines, and eight new catch-basins shall be constructed and connected and trapped with the sewer in North Oakley avenue and located in the roadway of said North Oakley avenue at necessary points adjacent to the curb lines.

Each of said catch-basins shall be seven feet two inches deep, measuring from the top of the brickwork, and shall have an internal diameter of four feet at the bottom and to a plane five feet above and parallel therewith. The walls of said catch-basins shall be eight inches thick and shall be built of two courses of sewer brick laid edgewise in perpedicular courses, except as hereinafter provided, upon a floor of pine plank two inches in thickness. The top of each of said catch-basins shall decrease to two feet internal diameter, being drawn in by means of nine header courses, the diameter being decreased uniformly for each course.

Each of said catch-basins shall be connected with the sewer with vitrified tile pipe of nine inches internal diameter and shall be trapped with a half trap also of vitrified tile pipe of nine inches internal diameter. The connection with the sewer where said sewer is of brick shall be made in such a manner that the top of the nine-inch pipe shall be at the elevation of the center of said sewer, and the connection with the sewer where said sewer is of vitrified tile pipe shall be made by means of a fifteen inches by nine inches "Y" branch where said sewer is of fifteen inches internal diameter, and by means of a twelve inches by nine inches "Y" branch where said sewer is of twelve inches internal diameter. The said trap of each of said catch-basins shall be set so that the elevation of the bottom of the inside of the same shall be three feet six inches above the floor of the catch-basin.

All brickwork and the joints of the vitrified tile pipe above referred to shall be laid in the best quality of natural hydraulic cement mortar, composed of one part natural hydraulic cement and two parts clean, sharp sand.

Each of said catch-basins shall be provided with a cast-iron cover, with a projecting lip to receive the water from the gutters, each of which covers shall weigh four hundred and seventy pounds and shall be of the same size and pattern as those used in new work by the City of Chicago during the year 1902. Each of said cast-iron covers shall be set so that the top of the same shall coincide with the finished surface of the pavement hereinbefore described.

The nine-inch vitrified tile pipe specified above shall be straight, smooth and sound, thoroughly burned, well glazed, and free from lumps and other imperfections and the standard of thickness shall be seven-eighths of an inch.

That the several manholes and catch-basins located along the line of said improvements shall be raised or lowered as may be necessary to make them conform to the finished roadways of said system of streets as above specified.

Said work to be done under the superintendence of the Board of Local Improvements of the said City of Chicago.

SECTION 2. That the recommendation of the Board of Local Improvements

of the City of Chicago, providing for said improvement, together with the estimate of the cost thereof made by the Engineer of said Board, both hereto attached, be and the same are hereby approved.

SECTION 3. That said improvement shall be made and the whole cost thereof be paid for by special assessment in accordance with an Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, A. D. 1897, and the amendments thereto.

SECTION 4. That the aggregate amount herein ordered to be assessed against the property, and also the assessment on each lot and parcel of land therein assessed shall be divided into five installments in the manner provided by the statute in such cases made and provided, and each of said installments shall bear interest at the rate of five per centum per annum according to law until paid.

SECTION 5. And for the purpose of anticipating the collection of the installments of said assessments for said improvement, bonds shall be issued payable out of said installments bearing interest at the rate of five per centum per annum, payable annually, and signed by the Mayor and by the President of the Board of Local Improvements, countersigned by the City Comptroller and attested by the City Clerk under the corporate seal of the City of Chicago. Said bonds shall be issued in accordance with and shall in all respects conform to the provisions of the Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and the amendments thereto.

SECTION 6. That the Attorney of said Board be and he is hereby directed to file a petition in the County Court of Cook County, Illinois, in the name of the City of Chicago, praying that steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and in the manner prescribed by law.

SECTION 7. That all ordinances or parts of ordinances conflicting with this ordinance be and the same are hereby repealed.

SECTION 8. This ordinance shall be in force from and after its passage.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance, having had under consideration a communication from the Commissioner of Public Works in regard to payment of liens filed against contractor for the construction of the Lawrence Avenue Pumping Station, from reserve, submitted a report recommending the passage of an accompanying order.

By unanimous consent, on motion of Ald. Bennett, the report was concurred in, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That for the purpose of satisfying and discharging liens for labor or material done or furnished in the construction of the Lawrence Avenue Pumping Station that have been admitted by the contractor, the Commissioner of Public Works be and he is hereby author-

ized and directed to draw against the reserve accumulating under the contract for the construction of said pumping station, a voucher for an amount sufficient to satisfy all claims for liens that have been admitted, not to exceed, however, eighteen thousand ($18,000.00) dollars, and the Comptroller is hereby authorized and directed to pay such vouchers out of the reserve fund accumulated under the contract for the construction of said pumping station.

This action is taken in accordance with the recommendation of the Commissioner of Public Works, dated February 15th, 1907, and attached hereto.

ALSO,

The same committee, to whom was referred bids for the "McCowan School Property," submitted a report recommending the passage of an accompanying order.

By unanimous consent, on motion of Ald. Bennett, the report was concurred in, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to accept the amended bid of Frank M. Fulton, amounting to forty-three hundred ($4,300.00) dollars, for the property owned by the City of Chicago and known as the McCowan School, located at 6544 Yale avenue, and the Mayor and City Clerk are hereby authorized to execute a deed of said property to Frank M. Fulton, upon the payment by the said Frank M. Fulton of forty-three hundred ($4,300.00) dollars.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claims of F. J. Rider and Estate of James McClamroch for refund of 90 per cent special assessments, having had the same under advisement, beg leave to report and recommend the passage of the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers in favor of the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment and duplicate special assessment receipts, and the Comptroller is ordered to pay the same from the Water Fund, upon identification and proper power of attorney from claimant.

Warrant 20630—F. J. Rider.....$ 19.41
Warrant 24951—Jas. McClamroch 169.48

SECTION 2. This ordinance shall be in force and effect from and after its passage.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the

following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred matter of settlement with City Treasurer, having had the same under advisement, beg leave to report and recommend the passage of the following order:

WHEREAS, It is desirable in view of the change in statute governing the office of City Treasurer to make a settlement with the present City Treasurer so that the changes under the statute may be put in operation at once, and

WHEREAS, The present City Treasurer proposes to turn over to the City of Chicago on March 1, 1907, all of the moneys belonging to the city, together with other city property of every name and nature in his possession and which is chargeable to him as City Treasurer, and make a settlement of his accounts up to said March 1st, and to place said moneys in such depositaries as shall be specified by this Council, and in adjustment of his accounts and compensation offers to turn over to the City of Chicago the sum of $234,110.39 as the balance of interest belonging to the city, and

WHEREAS, The Committee on Finance have recommended that the said sum of $234,110.39 be accepted in full settlement of all claims for interest, and the said Blocki agrees to render his services to the end of his term without further compensation. It is, therefore,

Ordered, That the said Frederick W. Blocki, City Treasurer, be and he is ordered to place to the credit of the proper funds the said sum of $234,110.39, and that the same be and it is hereby accepted as a full settlement by the City of Chicago.

FRANK I. BENNETT, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from the Commissioner of Public Works in regard to payment for improvement at the foot of Chase avenue, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to make settlement in full with the Chase Avenue Improvement Association for work done for the improvement of the foot of Chase avenue, provided the said Improvement Association shall file a bond in the sum of two hundred ($200.00) dollars, satisfactory to the Commissioner of Public Works, covering that portion of the work which it is impossible to inspect at this time, on account of the frost, snow and ice, caused by spray from the lake, the conditions of said bond to provide for any work on said Chase avenue which may appear necessary, and to be forfeited to the city provided such necessary work is not completed by May 30th, 1907.

This action is taken in accordance with the recommendation of the Engineer of the Bureau of Streets attached hereto.

FRANK I. BENNETT, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom

was referred communication from the Commissioner of Public Works in regard to extras under contract, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extras in the amount of three hundred thirty-two ($332.00) dollars, on the contract with W. G. Carter for the building of warehouse at Twenty-second street and Ashland avenue in accordance with his recommendation of February 15th, 1907, attached hereto, and the Comptroller is ordered to pay the same.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communications from the Commissioner of Public Works in regard to the payment of reserves, having had the same under advisement, beg leave to report and recommend the passage of the following orders:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of the Great Lakes Dredging and Dock Company covering the amount of five per cent reserve held by the city under the contract with them for the construction of the foundation, pump wells, etc., for the Thirty-ninth Street Pumping Station, and the Comptroller is ordered to pay the same from the reserve held by the city under said contract.

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of the Great Lakes Dredging and Dock Company to cover the amount of five per cent held by the city under contract with them for the construction of breakwater and protection pier in Lake Michigan at the foot of Thirty-ninth street, and the Comptroller is ordered to pay the said voucher from the reserve held by the city under said contract.

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue voucher in favor of the Edgewater Coal Company in the sum of thirty-four hundred and five and thirty-three one-hundredths ($3,405.33) dollars, being the amount of 15 per cent reserve held by the city under contract for coal expiring December 31st, 1906, said contract having been extended for a period of ninety (90) days, and the Comptroller is ordered to pay the same from the amount held by the city under said contract.

This action is taken in accordance with the several recommendations of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from Commissioner of Public Works in regard to reserves on contracts, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher to Harvey S. Hayden in the amount of six hundred

eighty-nine and sixty-nine one-hundredths ($689.69) dollars, being the 15 per cent reserve on contract for furnishing oak lumber to the Bureau of Sewers to December 31st, 1906, which contract has been extended for a further period of ninety days from that date, and the Comptroller is ordered to pay such voucher from the funds held by the city as such reserve.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from the Commissioner of Public Works in regard to construction of water tunnel under the Chicago River at Diversey boulevard, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with the Jackson and Corbett Company for the building of the tunnel under the North Branch of the Chicago River at Diversey boulevard through earth above rock at the price of nineteen ($19.00) dollars per foot instead of in rock at the price of twenty-two ($22.00) dollars per lineal foot, as provided in the contract for the building of said tunnel.

This action is taken in accordance with the recommendation of the Commissioner of Public Works, dated February 11th, 1907, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred communication from the Commissioner of Public Works in regard to return of check to W. A. Pope, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to return to William A. Pope his check for two thousand ($2,000.00) dollars, which was deposited with bid for work at the Springfield Avenue Pumping Station, boilers, etc., in accordance with his recommendation of February 7th, 1907, attached hereto, the work having been awarded to other bidders.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance to whom was referred communication from Fire Department regarding appropriation for fire engines, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the City Comptroller be and he is hereby authorized to pay vouchers, when properly approved by the Fire Department, for new fire engines, purchased under appropriations for fire en-

gines in the year 1906, where said vouchers exceed the appropriations for specific engines, and in this connection to construe the appropriations for twelve (12) fire engines in the aggregate, and not as specific appropriations.

This action is taken in accordance with the recommendation of the Fire Marshal, dated February 15th, 1907, and attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of J. O. Bailey for refund of money expended for filling excavation at 4905 Michigan avenue, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of J. O. Bailey in the sum of two and fifty one-hundredths ($2.50) dollars, being the amount expended for filling excavation in the basement of building known as 4905-4907 Michigan avenue made by the Meter Department, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Henry Fieberitz for refund of special assessments, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Board of Local Improvements be and it is hereby authorized to cause refund of ninety per cent of assessments to be made under Warrants 20198, 20002 and 20004 for laying water mains, and the Comptroller is ordered to pay the same from the Water Fund.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of the National Malleable Castings Company, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works, in accordance with his recommendation of February 14th, 1907, attached hereto, be and he is hereby authorized to issue voucher in favor of National Malleable Castings Company in the sum of seventy-nine and fifty one-hundredths dollars, same being for work done in building basin and putting in frame cover around six-inch meter in front of 57 West Twenty-sixth street, and the Comptroller is ordered to pay the same from the Water Fund.

FRANK I. BENNETT, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Jeremiah Massett for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Jeremiah Massett for fifteen days' back pay at two and fifty one-hundredths ($2.50) dollars per day, same to be in full of all claims for injuries received by said Jeremiah Massett while in the employ of the Water Pipe Extension Division, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT, *Chairman.*

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Siebold & Neunkirchen for extra work in connection with contract at Thirty-ninth Street Pumping Station, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Siebold & Neunkirchen in the sum of fourteen hundred eighty-six and twenty one-hundredths ($1486.21) dollars, being for extra work done in connection with their contract at the Thirty-ninth Street Pumping Station, in accordance with his recommendation of February 14th, 1907, attached hereto, and the Comptroller is ordered to pay the same from appropriations for the Thirty-ninth Street Pumping Station.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom was referred claim of Margaret Wild for wages, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow three days' pay to Margaret Wild, janitress, deducted from January salary on account of absence for illness, and the Comptroller is ordered to pay the same.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

FRANK I. BENNETT,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, February 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to whom

was referred claim of Mrs. Zenkal for cleaning water pipes, having had the same under advisement, beg leave to report and recommend the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Mrs. Zenkal in the sum of seven and forty-five one-hundredths ($7.45) dollars, being the amount expended by her for cleaning fish from water pipe at 553 Hastings street, and the Comptroller is ordered to pay the same from the Water Fund.

FRANK I. BENNETT,
Chairman.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, February 15, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance prohibiting the use of telephones in connection with the placing of bets, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE

To Prohibit the Transmission and Dissemination of Information Designed to Be Used for Gambling Purposes.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall be unlawful for any person, firm or corporation to buy, make, print, publish, distribute, sell or give away, or transmit by telegraph, telephone, wireless telegraphy, pneumatic or other tube, or by any other means whatsoever, or to deliver by messenger, railroad, boat, or any other means of distribution, or in any other manner, within the City of Chicago any racing forms, racing charts, racing tips, betting sheets, or any news, intelligence or information of any kind or character designed or intended to be used for the purpose of making bets or wagers on any horse race or other trial of skill, speed or endurance of man or beast, knowing that such forms, charts, betting sheets, news, intelligence or information will be used wholly or in part for the making or placing of bets or wagers of money or other thing of value contrary to the laws of the State of Illinois prohibiting gambling.

SECTION 2. No person, firm or corporation shall equip or supply any room, shed, boat, tenement, building or other structure or any part thereof with any telephone, telephone wire connection, telephone service or telegraphic or other apparatus for the transmission of sound or signals, knowing that such telephone, wire, service or apparatus so installed and provided will be used wholly or in part in transmitting and receiving messages that contain, furnish or impart information used or designed for making or placing bets or wagers of money or other thing of value, contrary to the laws of the State of Illinois prohibiting gaming; and no person, firm or corporation shall furnish, provide or supply any person in said city service with such telephone or telegraphic or other apparatus knowing that such service will be used wholly or in part for the purpose of making or placing such bets or wagers.

SECTION 3. No person, firm or corporation owning or operating any telephone, telegraphic instrument or other device for the transmission of sounds or signals, or using or operating such instrument as lessee or otherwise, shall use or knowingly suffer the same to be used for conveying, transmitting or imparting information to be used for gambling purposes.

SECTION 4. Any person, firm or cor-

poration violating any of the provisions of this ordinance shall be fined not less than twenty-five ($25.00) dollars nor more than two hundred ($200.00) dollars for each offense.

SECTION 5. This ordinance shall take effect and be in force from and after its passage and due publication.

WILLIAM E. DEVER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, February 15, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance amending Sections 125 and 126 of the Revised Municipal Code of Chicago of 1905 in re auctioneers, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That any person having obtained a license as an auctioneer in accordance with Sections 125 and 126 of the Revised Municipal Code of Chicago of 1905, shall not be required to obtain a secondhand dealer's license as provided by Sections 2027 to 2035, both inclusive, of said Code, in order to carry on the business of auctioneering.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

WILLIAM E. DEVER, *Chairman.*

ALSO,

The same committee, to whom was referred an ordinance regulating the construction of isolatel walls, submitted a report recommending that the same be placed on file.

Ald. Dever moved to concur in the report.

The motion prevailed.

GAS, OIL AND ELECTRIC LIGHT.

The Committee on Gas, Oil and Electric Light submitted the following report:

CHICAGO, February 16, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Gas, Oil and Electric Light, to whom was referred a resolution in re Chicago Telephone Company's service in the Eighth Ward; and a resolution directing the Corporation Counsel to draft an ordinance prohibiting extortion by the Chicago Telephone Company, having had the same under advisement, beg leave to report and recommend that both resolutions be placed on file and the accompanying opinion be published.

LINN H. YOUNG,
Chairman.

Ald. Young moved to concur in the report.

The motion prevailed.

The following is the opinion recommended for publication in the foregoing report:

CHICAGO, January 11, 1907.

Hon. P. H. Moynihan, Chairman of Sub-Committee of Committee on Gas, Oil and Electric Light, City Hall, Chicago:

DEAR SIR—At the last meeting of your Sub-Committee you requested me, as special counsel of the Committee, to take up the complaints made by residents of South Chicago as to excessive telephone rates, and report to you whether the Company was charging illegal rates.

During the past two years I have received many complaints from telephone subscribers all over the city, including some from South Chicago. Other complaints addressed to the Mayor have been referred to me likewise.

Alderman Derpa of the Eighth Ward, at the last meeting of your Committee, presented written complaints from some of his constitutents as to the charges

of the Chicago Telephone Company. It would serve no useful purpose to burden this letter with an analysis or discussion of each of the complaints received from residents of South Chicago. In substance they are the same, and the present situation of each of these subscribers is practically the same.

Under Section six of the city ordinance of January 4th, 1889, the Chicago Telephone Company was forbidden to charge during the term of its grant, any of its present or future subscribers for service, more than the rates then established, and the Company was required to file with the City Clerk a schedule showing the rates of the Company then in effect.

Pursuant to the ordinance, the Company filed with its acceptance, in the City Clerk's office, a schedule showing that within a certain district of the City of Chicago, bounded by blue lines, which district was practically the center of the City, it was charging $125.00 annually for telephones for business use, $100.00 for telephones in residences and $150.00 for telephones for business use which the patron might also permit to be used by the public.

This schedule also shows that beyond the blue line district the Company was charging in addition to these rates for the classes of telephones mentioned, $25.00 additional for each mile or fraction of a mile.

The southern boundary of the blue line district is a very uneven line, which for present purposes may be said to be 39th street.

Prior to the decision of our Supreme Court in the case of People ex rel City of Chicago vs. Chicago Telephone Company, in 220th Illinois, the Company was in the habit of charging for metallic circuit telephone service $175.00 within the blue line district, and claimed the right, and in some instances insisted upon it, of charging for this service $40.00 instead of $25.00 mileage.

After the decision in question when complaint was made to the officers of the Telephone Company, I was promised by Judge Payne, one of the counsel of the Company, and by A. S. Hibbard, the General Manager of the Company, that thereafter no charges would be made that were forbidden by the ordinance of 1889, and I know of no case where this agreement has been violated, nor have I received any complaint showing that that agreement has been violated.

In all the complaints received from South Chicago it will be found upon investigation that at the present time the Company is not charging annually for telephone service a rate in excess of the amount which results from the addition to the sum of $125.00 of $25.00 mileage. The Company is then not in South Chicago violating the terms of the ordinance.

I have repeatedly said to your Committee and to the City Council, verbally at meetings and in written opinions, that in my judgment many of the rates charged to subscribers in South Chicago are excessive, and if attacked in court by the proper person and by proper means, would be held unreasonable and therefore invalid.

Said ordinance of 1889 does not attempt to fix reasonable telephone rates, or say that the rates then established by the Company are reasonable. It merely provides that the Company shall not exceed the established rates in the future.

I believe I have now fully covered the ground, and will therefore await the further pleasure of your Committee.

Very truly yours,

MACLAY HOYNE.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Young, deferred and ordered published:

CHICAGO, February 16, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Gas, Oil and Electric Light, to whom was referred an ordinance granting permission to the Manhattan Brewing Company to string wires on 39th street, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Manhattan Brewing Company, a corporation, its successors and assigns, to install, erect, string, maintain, repair and operate a wire or wires and the necessary poles along 39th street from the present plant of said company, located at the southeast corner of 39th street and Emerald avenue, to Union avenue, and from Union avenue across 39th street northerly on the east side of Union avenue to the premises now occupied by said company as its barn, for the purpose of furnishing electricity for light and other purposes to said barn, and for no other purpose whatever; all poles, wires and electrical conductors shall be erected and maintained substantially as shown by the plat hereto attached and hereby expressly made a part hereof.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of the public highways as are occupied by said poles in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said poles and all the appurtenances thereto, and shall forthwith restore the portions of the public highways occupied by said poles to a condition safe for public travel, similar to the remaining portions of those streets in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. All poles, wires and electrical conductors placed under the authority of this ordinance shall be strung overhead, and the operation and maintenance of the same shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of poles and wires; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted the said grantee shall pay to the City of Chicago the sum of twenty-five ($25.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee sall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it the said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the acceptance hereinabove mentioned and the bond hereinabove mentioned be filed within thirty (30) days from the passage hereof.

LINN H. YOUNG,
Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Kenna presented an order in favor of J. & G. Palandech for a permit for a ventilating stack, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the Peerless Machinery Co. to erect a projecting board sign 48 in. by 12 in. in front of premises known as 205 Lake street, Chicago, Ill. Said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

SECOND WARD.

Ald. Dixon presented a petition for a prohibition district bounded by 25th street, Calumet avenue, 30th street, Prairie avenue, etc., which was

Referred to the Committee on License.

Ald. Dixon presented an order in favor of C. P. Anderson for a permit for cement sidewalk in alley adjoining 462 31st street, which was

Referred to the Committee on Streets and Alleys, South Division.

THIRD WARD.

Ald. Pringle presented the claim of Chas. A. Chapin, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Lake avenue, from 37th street to Oakwood boulevard.

By unanimous consent, on motion of Ald. Foreman, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of 35th street, from Calumet avenue to Michigan avenue.

By unanimous consent, on motion of Ald. Pringle, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

FOURTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt Shields avenue, from 26th street to 33d street (description incorrect and ordinance deferred February 11, 1907).

By unanimous consent, on motion of Ald. Richert, the estimate was approved, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

FIFTH WARD.

Ald. Martin presented the claims of J. G. O'Neil, Michael Tracey, Jas. Hoey; order for appropriation for pumping station, Kedzie avenue and Drainage Canal; resolution in the matter of opening of Haines court from 31st to Lyman street, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt South Hoyne avenue, from 33d street to 35th street.

Which was, on motion of Ald. Martin, deferred.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with slag macadam South Rockwell street, from 35th street to 39th street.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully,

Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

SIXTH WARD.

Ald. Young presented the claims of Byrne and Ryan and S. Louderbach, which were

Referred to the Committee on Finance.

Ald. Young moved that the claim of Miss Estelle Dawson, placed on file January 11, 1904, page 1954 of Council Proceedings of that year, be taken from the file and be recommitted to the Committee on Finance.

The motion prevailed.

SEVENTH WARD.

TIME FIXED FOR NEXT REGULAR MEETING.

Ald. Bennett presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council after the meeting held Monday, February 18th, 1907, be and the same is hereby fixed for Wednesday, February 27th, 1907, at 7:30 o'clock P. M.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That an order heretofore passed as shown at page 2832 of the Council Proceedings of January 28th, 1907, be and the same is hereby amended as follows: By striking out in the last line of the right hand column on page 2832 the name "A. Konosky," and insert in lieu thereof the name "Abraham Kowosky."

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That an order heretofore passed on January 28th, 1907, and shown at page 2833 of the Council Proceedings of that date, be and the same is hereby amended as follows: After the words "Thomas Hickey" in the 8th line of the left-hand column on page 2833 strike out

the date "October 21st" and insert in lieu thereof the date "September 24th."

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the City Comptroller, as advised by the Law Department, is hereby authorized and directed to deliver tax certificates for taxes on account of special assessment taxes levied in condemnation case warrant 33895 to owners of property condemned on payment of the amount of principal, remitting interest and penalty.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

Ald. Bennett moved that the claim of C. C. Heisen for track elevation damage, placed on file February 11th, 1907, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

Ald. Bennett presented the claims of Thomas E. Duffy, F. Y. Holcomb and New Kentucky Fuel Co., which were

Referred to the Committee on Finance.

Ald. Snow presented the following resolution and memorandum which were deferred and ordered published:

WHEREAS, The ordinance under which the Chicago Telephone Company is operating expires in 1908, and

WHEREAS, The Chicago Telephone Company is asking a renewal of its franchise, while other corporations and individuals are asking for a franchise to operate a telephone business in Chicago, and

WHEREAS, The telephone business is a public utility which is essentially a monopoly in character and should therefore be carried on under strict regulations of public control, and

WHEREAS, Such effective public control cannot be exercised through a franchise grant running for a definite long period of time and containing conditions irrevocable during the term of the grant, and

WHEREAS, The service furnished by such a public service corporation should be secured to users of the service at the full actual cost of the service rendered, plus an amount sufficient to pay a reasonable rental for the use of the money involved in the rendering of the service, and

WHEREAS, The charge for such service should be based upon the cost of such service at the time rendered, and not a fixed charge for a long period based upon cost of the service at the beginning of the period; therefore be it

Resolved, That the Committee on Gas, Oil and Electric Light be and it hereby is directed to prepare and report to this Council a telephone franchise ordinance

drawn in a general way to conform with the outline appended to this resolution, and

Be it further Resolved, That the said Committee on Gas, Oil and Electric Light is further directed to enter into negotiations with the Chicago Telephone Company with a view to inducing said company to accept an ordinanee of the character outlined, and to give said company a reasonable length of time to agree to such acceptance. In case such company shall refuse to accept within a reasonable time such an ordinance, then said committee is directed to enter into negotiations with any other corporation, individual or individuals prepared to accept such an ordinance and guarantee ability to raise a sufficient capital to install and equip in complete working order within a period of three years from the acceptance of the ordinance, a telephone plant sufficient to care for the telephone business of the City of Chicago.

The following memorandum accompanied the foregoing resolution:

PUBLIC CONTROL TO BE RESERVED IN TELEPHONE FRANCHISE ORDINANCE—TO BE EXERCISED THROUGH PROPOSED BOARD OF PUBLIC SERVICE CONTROL.

Terms.

Franchise to be indeterminate.

Right to revoke to rest in City Council.

May be revoked either for city operation or to grant to another corporation.

Capitalization.

In case of franchise extension to existing corporation amount of capitalization to represent existing property to be fixed in the franchise ordinance.

In case of new corporation, stocks, bonds or other forms of capitalization or of indebtedness to be issued only upon conditions and in such amount as Board after public hearing may determine is reasonably necessary for purpose for which such issue is authorized, and all of such issue shall be for the purpose of carrying out duties imposed in franchise ordinance.

In case of franchise extension, corporation shall not hereafter issue any stocks or bonds or other evidence of indebtedness except as Board may determine is reasonable in amount and for a purpose contemplated in the franchise. Corporation may issue bonds to run for 20 or more years from date of issue and secure payment of such bonds by mortgage of the franchise and the corporeal property of the corporation, but the rate of bond interest shall not be above 5 per cent.

No stocks or bonds shall be sold at less than par value, except when directly authorized by the Board after public hearing.

Corporation shall not issue bonds, notes or other form of indebtedness which including all such then outstanding shall exceed the amount of capital stock then actually paid in and applied to the purposes of its incorporation.

In case the franchise is revoked either for the purpose of city operation or to grant the franchise to another corporation, the capital stock shall be retired by payment to its holders of the amount paid into the treasury of such corporation for the purchase of such stock, in the case of stock issued after the franchise was granted. In the case of capital stock if the amount of such stock was fixed in the franchise the payment for such stock shall be as so fixed. All bonds or other evidences of debt then outstanding shall be either paid off if due, or assumed if they have a term yet to run.

All extensions shall be charged to capital stock account, and shall be represented either by stock or bonds issued.

Earnings.

From the gross earnings there shall be paid the following charges in the order named:

First. Operating expenses, including maintenance, repairs and renewals, and

assessment for expenses of Board of Control.

Second. Taxes and assessments.

Third. Fixed charges, including such sinking fund as the Board shall direct for the purpose of retiring bonds or other indebtedness, and maintenance other than current repairs and renewals.

Fourth. Five per cent dividend upon capital stock.

Fifth. Two per cent figured on capital stock to be set aside as stock retirement sinking fund.

Sixth. Any balance remaining after the above requirements are met up to 6 per cent, figured upon the capital stock, to be divided equally between the City of Chicago and the holders of the capital stock.

Seventh. Any further balance to be applied to the stock retirement sinking fund.

If in any year the earnings of the corporation shall not be sufficient to meet the first five requirements above, they shall be met in full so far as possible in the order named, and any deficiency in any requirement in one year shall be made good again, in the order named, from the earnings of the subsequent year or years, it being the intention that the amount required for each item each year shall eventually be secured from the earnings of the corporation. In case of a deficiency in the fourth item, interest at the rate of 5 per cent shall be calculated upon such deficiency and such interest charge shall be treated as a charge to be made good from earnings in subsequent years.

Sinking Funds.

The sinking funds for the payment of bonds and for the retirement of stock shall be separately kept. They shall be invested under the direction of the Board in municipal securities, and the income from the stock retirement fund shall be treated as part of the gross earnings of the corporation. The principal of the stock retirement sinking fund so invested, shall be held intact for the purpose of retiring the capital stock or such part of it as it shall equal whenever the City Council shall determine either to assume city operation or to grant the franchise to another corporation. The capital stock sinking fund shall not be accumulated to an amount greater than the capital actually paid in, and when that point shall have been reached the Board shall assign the amount accruing under item 5 above to the distribution provided for in item 6, and if there still be a surplus above all requirements provided, rates of charge shall be correspondingly reduced.

Charges for Service.

The ordinance granting the franchise shall fix the rates which the corporation shall charge for its service. The Board shall have authority to revise such rates whenever it shall appear that such rates are calculated to produce a revenue greater than is needed to properly meet the earning requirements provided for, or are too low to produce revenue sufficient to provide for the first five earning requirements set forth above. This power of the Board to revise charges for service shall be based upon the actual experience of the corporation in operating under either the requirements of its franchise or such character of service as the Board shall have required under authority granted it. The rates prescribed shall be such as to produce revenue only sufficient to meet the earning requirements provided for in the franchise ordinance, it being the intention to limit this authority of the Board simply to the working out of such details as will make effective the declared purpose of the franchise ordinance.

Control.—Accounts.

The corporation shall keep all its accounts in form as prescribed by the Board. Accounts shall be closed annually on June 30th so that balance sheet of that date may be taken. It shall keep such records of manufacture, distribution or operation as the Board may require.

On or before the 2nd Monday of September, the corporation shall make to the Board on form prescribed by it, signed and sworn to by the President, Treasurer and a majority of the directors, a statement showing outstanding capital, and expenses during preceding year, dividends declared and paid out, a list of stockholders with the amount held by each, and a balance sheet of its accounts as of June 30th preceding. It shall at all time furnish any information required by the Board relative to its condition, management and operation. The Board shall have full authority to examine all books and papers, or to delegate such power to any properly authorized agent or agents.

Operation.

The corporation shall enter into no lease, agreement, assignment or contract affecting either the operation of its business, the performance of the duties imposed upon it, or the income received from such business, except with the consent of the Board.

The Board shall have authority to prescribe character and quality of service and enforce such regulations and requirements as may be necessary to carry out the requirements of the franchise ordinance.

The Board shall be furnished each year with a list of the names of all salaried officers, the amount paid to each, and the character of service rendered by each. The salaries so paid shall not be in excess of those usually paid for such service in other corporations of similar importance, and power to regulate such salaries shall be vested in the Board.

Right shall be reserved to the City Council to regulate, restrict and control all acts of the corporation which in any manner affect health, safety, convenience or property of citizens, such control to be exercised through the Board. For violation of the terms of the franchise or failure to obey all lawful orders of the Board, fines may be inflicted and the amount of such fines recovered shall be deducted from the amount set aside to pay the 5 per cent dividend provided for capital stock.

Ald. Snow presented the following ordinance, which was deferred and ordered published:

WHEREAS, It is essential that there shall be some definite municipal agency charged with the enforcement of such powers of control over public service corporations as are inherent in the municipality or are specifically reserved in the franchise grant under which such corporations operate, and

WHEREAS, At the present time the duty of enforcing such public control is either scattered among different departments of municipal administration or is specifically lodged nowhere, and

WHEREAS, Such lack of definite and centralized responsibility results in irregular and uncertain enforcement of powers of public control over public service corporations; therefore be it

Resolved, That the Committee on Judiciary be and it is hereby directed to prepare and report to this Council an ordinance for creating a Board of Public Service Control, such ordinance to conform in a general way to the following outline of powers, duties, and administrative machinery:

OUTLINE FOR ORDINANCE CREATING BOARD OF PUBLIC SERVICE CONTROL.

SECTION 1. There is hereby created a Board of Public Service Control, to consist of three members, serving two years. Appointed by Mayor and confirmed by Council at next regular meeting after meeting at which appointed. Removable by Mayor when two-thirds of Council approve, or by resolution originating in Council and adopted by two-thirds vote. Shall own no stock in or be interested in the operation of or in any contract with any public service

corporation in Chicago. Shall engage in active participation in no other business. Mayor and Council shall name Chairman. Salary of Chairman ..... and of members ..... per annum.

SECTION 2. There shall be Chief Clerk, salary ....., same requirements and manner of appointment as Board; an Attorney, salary ....., same requirements and manner of appointment. Such help as required and from time to time provided by Council, consisting of clerical help, mechanical and electrical engineers, and technical experts.

SECTION 3. Money for salaries and expenses to be appropriated by Council out of special fund created by imposition of charge upon public service corporations in proportion to their gross income of previous year. Prior to such appropriation Board shall estimate requirements for the year and recommend charge to be levied upon such corporations, but such annual charge shall in no case exceed 1 per cent of gross receipts.

SECTION 4. Board shall be charged with supervision and regulation of public service corporations to the full extent that the right of such supervision and regulation is reserved to the city. Shall enforce compliance of such companies with all lawful orders or ordinances of the City Council. Shall collect and compile information bearing upon the relation of such corporations to the municipality. Shall make such investigations as may be necessary to furnish the City Council with such data as may be asked for, and shall perform such other duties as may from time to time be assigned it by the City Council.

SECTION 5. Board shall make written reports to the City Council on or before June 30 each year showing work performed by Board during preceding year, orders issued to public service corporations and action taken thereon, make recommendations for legislation necessary for proper regulation of such corporations and such other information as may aid in properly and effectually regulating such corporations.

SECTION 6. Shall have power to institute and prosecute such legal proceedings as may be necessary to secure compliance with all orders or ordinances of the City Council, or with all orders issued by the Board.

SECTION 7. Any public service corporation which shall object to carrying out any order of the Board may file objections in writing and demand a public hearing, and at such hearing the Board shall sit as a body and the decision of a majority of such Board shall be final and binding.

Ald. Snow presented an order on the Commissioner of Buildings to furnish certain information concerning his department.

Ald. Snow moved to pass the order.

Objections having been raised to the consideration of the question, Ald. Snow moved to suspend the rules temporarily for the purpose of considering the passage of the order.

The motion to suspend the rules was lost by yeas and nays as follows:

Yeas—Dixon, Foreman, Pringle, Young, Bennett, Snow, Moynihan, Fick, Smith, Beilfuss, Schermann, Stewart, Reese, Foell, Werno, Hahne, Krumholz, Dunn, Williston, Lipps, Siewert, Blase, Wendling, Roberts, Fisher, Hunt, Bihl, Race—28.

Nays—Kenna, Coughlin, Dailey, Richert, Martin, McCormick, Derpa, Scully, Hurt, Cullerton, Zimmer, Riley, Considine, Harkin, Maypole, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Finn, Dougherty, Jacobs, Reinberg, Larson, Herlihy, Golombiewski, Bradley, O'Connell, Badenoch, Kohout, Nolan—33.

Ald. Dixon moved to refer the order to the Committee on Building Department.

The motion prevailed.

EIGHTH WARD.

Ald. Moynihan presented an ordinance vacating that portion of Marquette avenue lying between 100th and 104th streets, and those portions of 101st, 102nd and 103rd streets lying between Manistee avenue and the right of way of the Chicago, Rock Island and Pacific Railroad, which was

Referred to the Committee on Streets and Alleys, South Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with slag macadam 106th street from 297 feet west of Buffalo avenue to Avenue H.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in Bond avenue, from 71st street to 73rd street.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

An ordinance for a new assessment to assess certain lots, blocks, tracts and parcels of land which have heretofore escaped assessment for a sewage pumping station and for a system of main sewers, in the following streets, to-wit: Jackson Park avenue, 79th street, West 79th street, 83rd street, Vincennes road, West 83rd street, Stewart avenue, West 73rd street, etc. (Deferred February 11, 1907, page 3220).

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

NINTH WARD.

Ald. Fick (for Ald. Harris), presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of

Public Works be and he is hereby directed to issue a permit to Hatowski and Newberger to erect a clock on a post at the edge of sidewalk in front of premises No. 262 West 12th street. Said clock to be erected in accordance with the rules and regulations of the Department of Public Works and said permit to be subject to revocation by the Mayor at any time at his discretion.

ELEVENTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with granite blocks South Paulina street from Blue Island avenue to the south branch of the Chicago River.

By unanimous consent, on motion of Ald. Cullerton, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWELFTH WARD.

Ald. Zimmer presented the claim of John McCune, which was

Referred to the Committee on Finance.

Ald. Zimmer presented an order and petition for a sewer in South Spaulding avenue, which was

Referred to the Board of Local Improvements.

THIRTEENTH WARD.

Ald. Riley presented the following resolution, which was, on motion, duly adopted:

WHEREAS, Polk street at and near its intersection with Douglas boulevard is entirely a residence district, no street railway tracks being laid thereon; and

WHEREAS, Team traffic along said Polk street has become so heavy as to utterly destroy the pavements laid therein; and

WHEREAS, No hardship would result to any one if said traffic were diverted to strictly business streets; now, therefore,

Be it Resolved, That it is the sense and wish of this Council that the West Park Commissioners proceed at once to close to team traffic said Polk street at its intersection with Douglas Park boulevard.

FOURTEENTH WARD.

Ald. Maypole presented an order for paving Spaulding avenue, between Chicago avenue and Franklin boulevard, which was

Referred to the Board of Local Improvements.

FIFTEENTH WARD.

Ald. Smith presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect a police patrol box at the corner of Oakley and Potomac avenues.

Ald. Beilfuss presented an ordinance amending Section 2478 of the Revised Code of 1905, concerning the penalty for short weight, which was

Referred to the Committee on Judiciary.

Ald. Beilfuss presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect an

electric light in front of Zion's Evangelical Church, northwest corner of Hoyne avenue and Iowa street.

SEVENTEENTH WARD.

Ald. Dever presented an ordinance in favor of A. Booth and Company for a canopy, which was

Referred to the Committee on Streets and Alleys, West Division.

NINETEENTH WARD.

Ald Powers presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Dave Davis to erect a temporary sign for a period of 30 days across the sidewalk in front of his place of business, 293 West 12th street.

Ald. Powers presented the claims of Felix Martello, Harry J. Peck and Geo. Motto, which were

Referred to the Committee on Finance.

TWENTIETH WARD.

Ald. Stewart presented a petition for a prohibition district bounded by Van Buren, Leavitt and Madison streets, and Oakley boulevard, which was

Referred to the Committee on License.

Ald. Finn presented the claim of Madlung, E. and McC., which was

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

Ald. Foell presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue to E. M. Hartung, of 319 Sedgwick street, a permit to construct an opening in the sidewalk for the purpose of admitting light to the basement of the building on said premises, said opening not to project more than two feet beyond the front elevation of said building and to be constructed under the direction and to the satisfaction of the Commissioner of Public Works; said permit to be issued on the payment of such compensation, if any, as the city may require, and to be revocable at any time by the Mayor in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue to Charles H. Conover, of 592 North State street, a permit to construct two coal chutes, from the alley in the rear into the basement of said premises, each chute to be approximately three feet wide and projecting, not to exceed two feet into the said alley, the openings thereto to be protected by iron covers; said work to be done under the direction and to the satisfaction of the Commissioner of Public Works; said permit to be issued on the payment of such compensation, if any, as the city may demand, and to be revocable by the Mayor in his discretion.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for water service pipes in Stone street, between Banks street and Scott street, in the City of Chicago, County of Cook and State of Illinois:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for water service pipes in Stone street, from Banks street to Scott street." passed September 24, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket No. 31421 in the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-SECOND WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt Chatham court from Division street to Hobbie street.

By unanimous consent, on motion of Ald Dougherty, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-THIRD WARD.

Ald. Jacobs presented the claim of Henry Gauler, which was

Referred to the Committee on Finance.

TWENTY-FIFTH WARD.

Ald. Williston presented a petition in favor of the Chicago Union Hospital to occupy building at No. 1492 Wellington street, which was

Referred to the Committee on Health Department.

Ald. Williston presented an order for paving Wilson avenue from Evanston avenue to Lake Michigan, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of Granville avenue from Lakewood avenue to Southport avenue, etc.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps and Reinberg presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Buildings be and he is hereby directed to stay all work on factory building being erected on Lots 3 and 4, Block 1, of

Ravenswood Subdivision, until the further order of this Council.

Ald. Reinberg presented the claim of H. Bruhuse, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for opening North Claremont avenue from Montrose avenue to Sunnyside avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for opening North Oakley avenue from Montrose avenue to Sunnyside avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in North Claremont avenue from Lawrence avenue to 224 feet north of Lawrence avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in Clay avenue from North Western avenue to North Leavitt street.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wend-

ling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented orders for opening Humboldt avenue between North 54th and North 56th avenues; for cement sidewalks on all streets between Grand, Fullerton, North 53rd and North 54th avenues; for cinder walks on Elston avenue, etc., from North 48th avenue to Lawrence avenue; and for sewers in Wisconsin and North 53rd avenues, which were

Referred to the Board of Local Improvements.

Ald Blase presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in North Monticello avenue from a point 350 feet south of Cortland street to Bloomingdale road, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West Leland avenue from North 44th avenue to North 48th avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Larson presented an ordinance amending Section 1103 of the Revised Code of 1905, concerning the fee for hospital license, which was

Referred to the Committee on Judiciary.

Ald. Herlihy presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician install two gas lamps at St. John's M. E. Church, 1368-70 North Maplewood avenue.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt North Artesian avenue from West North avenue to Bloomingdale road.

By unanimous consent, on motion of Ald. Larson, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTIETH WARD.

The Board of Local Improvements sub-

mitted a recommendation, estimate and ordinance for curbing, grading and paving with slag macadam West 50th street from State street to Armour avenue.

By unanimous consent, on motion of Ald. Bradley, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-FIRST WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with brick West 69th street from South Ashland avenue to the Pittsburg, Cincinnati, Chicago and St. Louis Railroad.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented order for appropriation for fire engine house and equipment on 103rd street between South Halsted street and Stewart avenue, which was

Referred to the Committee on Finance.

Ald. Fisher presented an order for a sewer in West 95th street from South Halsted street to Wallace street, and an order and petition for a sewer in South Halsted street between 87th and 88th streets, which were

Referred to the Board of Local Improvements.

Ald. Badenoch presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to permit Englewood Church of Christ to string a banner across street at intersection of 63rd street and Stewart avenue for period of thirty days, subject to approval of Commissioner of Public Works and to removal by him at any time.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a water supply pipe in South Wood street from West 99th street to West 101st place.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell,

Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Chauncey avenue between 81st and 82nd streets, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Hunt presented an order for paving Kimbark avenue from 75th street to South Chicago avenue. which was

Referred to the Board of Local Improvements.

Ald. Bihl presented an ordinance in favor of the Illinois Central Railroad Company for tracks across Indiana avenue south of 130th street (Wildwood), which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Bihl presented orders for sewers in parts of Peoria and State streets, Wabash avenue and 105th place, which were

Referred to the Board of Local Improvements.

THIRTY-FOURTH WARD.

Ald. Kohout presented the claim of Rosalie Meeka, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt South 40th avenue from West Madison street to West Taylor street.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the following order, which was, on motion, duly passed:

WHEREAS, The City Council did on February 11th order printed for distribution to the public a necessary number of copies of the street railway ordinances as passed February 4th, and

WHEREAS, The question of the adoption or rejection of said ordinances is to be voted on at the April election, and it is desirable that the voters of the city shall become familiar with said ordinances that they may vote intelligently on the merits of said ordinances and in order that the public may be accommodated and the ordinances distributed in every ward,

Therefore, Ordered, The City Clerk is directed to deliver to the ward office or residence of every alderman 400 copies of said ordinances and the public is hereby notified that they can obtain copies of said ordinances at the ward office or residence of the aldermen.

Ald. Race presented order to enter into contract with Town of Cicero in relation

to construction of an out-fall sewer in 52nd avenue; also claim of Herbert N. Rose, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a water supply pipe in West Division street from Park avenue to 35 feet east of the east line of the west one-half of the west one-half of Section 4, Town 39 North, Range 13.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works in regard to bids for the construction of Section 3 of the Southwest Land Tunnel, deferred and published February 11, 1907, page 3149.

Ald. Bennett moved to amend the ordinance as printed by striking out the following words, beginning in the sixth (6th) line, page 3195, viz.: "$80.00 per foot, board measure, for the pine or hemlock timber in the intake crib; $80.00 per foot, board measure, for the oak timber in the intake crib; $80.00 per foot, board measure, for the yellow pine timber for the intake crib;" and by inserting in lieu thereof the following: "80.00 per thousand feet, board measure, for the pine or hemlock timber in the intake crib; $80.00 per thousand feet, board measure, for the oak timber in the intake crib; $80.00 per thousand feet, board measure, for the yellow pine timber for the intake crib."

The motion prevailed.

Ald. Bennett moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized and directed to enter into a contract without advertising, with the Jackson & Corbett Company for the construction of a fourteen foot tunnel in rock, including cribs and shafts as described as "Proposition Number 1" in the plans and specifications on file in his office for the construction of Section Three, Southwest Land and Lake Tunnel, at the following prices:

For tunnel in rock lined with cement

concrete, $79.00 per lineal foot of tunnel; $260 for each lineal foot in the earth in the shore shaft; $290 for each lineal foot in the rock in the shore shaft; $69.00 for each cubic yard of granite masonry in the intake crib; $80.00 per thousand feet, board measure, for the pine or hemlock timber in the intake crib; $80.00 per thousand feet, board measure, for the oak timber in the intake crib; $80.00 per thousand feet, board measure, for the yellow pine timber for the intake crib; 6c per pound for the drift bolts for the intake crib; 8c per pound for machinery bolts and washers except those connected with trusses in the intake crib; 6c per pound for boat spikes in the intake crib; 8c per pound for steel trusses, bracing, tie rods and holding-down bolts in the intake crib; 5c per pound for the cast iron, exclusive of shafts, gates and gate mechanism in the intake crib; 9c per pound for steel shells, diaphrams, brackets, etc., in the intake crib; $11.00 per cord for each cord of 100 cubic feet of riprap; $9.00 per cubic yard for concrete in the intake crib; $150.00 for each lineal foot of cast iron shafts, including gate sections in the intake crib; $310.00 per lineal foot of brick or concrete lined shafts in earth in the intake tunnel; $325.00 per lineal foot of concrete lined shaft in rock in the intake tunnel; $10,800 for 12 gates with guides and hoisting gear complete and in place ready for use in the intake shafts; $155,000 for the intermediate crib and temporary working shaft including concrete and earth filling of shaft and removal of crib and portion of shaft above a level 27 feet below city datum.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claims of sundry persons for refunds of 90 per cent of special assessments, deferred and published February 11, 1907, page 3195.

Ald Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers in favor of the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment and duplicate special assessment receipts, because of the loss of original receipts, and the Comptroller is ordered to pay the same from the Water Fund, upon identification and proper power of attorney from claimant.

Warrant		
23589	John A. Varty, receiver..	$ 10.21
20001	H. G. Eickstaedt.....	11.00
30640	L. Lynch	16.42
21169	John Edmunds	18.77
19364	G. E. Goll.....	11.25

Warrant.		
22477	J. C. Denvir	7.72
23111	L. Sargisson	13.68
23111	Margaret G. Garvey	13.68
25080	Thomas S. Cousins	13.46
25080	Thomas S. Cousins	38.78
17982	M. C. Hickey	25.20
20001	Mrs. Emma Stahle	11.00
20001	D. S. O'Connell	5.50
20001	C. M. Wagner	11.00
20001	Teresa Stahle	10.12
20630	B. Friend	129.40
20663	Walleck Brothers	5.50
21136	Mary A. Warbaugh	5.69
22125	Charles F. Mirath	12.29
23111	Emily Boyd Ziegler	13.68
23112	Pavlecek & Vessely	30.44
23112	J. J. Schesinger	29.31
24889	H. M. Dean, Ex	232.49
20566	James Maroney	45.64
21008	Thomas Murnan	14.25
21008	F. Walter	9.31
23235	C. W. Rogers	8.92

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the purchase of pig lead for the Water Pipe Extension Department at the market price without advertising, deferred and published February 11, 1907, page 3196.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Business Agent be and he is hereby authorized to purchase from time to time, in quantities necessary for the carrying on of the work in the Water Pipe Extension Division, at the prevailing market price at the time of purchase, such pig lead as may be from time to time ordered upon requisitions for the use of the Water Pipe Extension Division, without advertising, in accordance with the request of the City Engineer in Charge, dated February 4th, 1907, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the matter of cancelling over-payment items standing upon the books of the Bureau of Water, deferred and published February 11, 1907, page 3196.

Ald. Bennett moved to concur in the report and pass the order directing the Commissioner of Public Works to place to the credit of the Water Fund the amount of $62.51.

The motion prevailed and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of

Public Works be and he is hereby authorized and directed to place to the credit of the Water Fund the amount of $62.51, being 280 over-payment certificates prior to 1905, ranging from one cent up to fifty cents, which have remained uncalled for, because of the small sum involved, after repeated notices to the parties making the over-payment. This action is taken upon the recommendation of the Commissioner of Public Works and the Superintendent of Water, under date of February 4th, 1907.

Ald. Bennett moved to pass the order accompanying the report directing the Commissioner of Public Works to cancel certain over-payment items on the books of the Bureau of Water.

The motion prevailed and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to cancel all over-payment items standing upon the books of the Bureau of Water, which items are five years old and over, as of January 1st, 1907, to-wit: 181 over-payments aggregating $307.04, 417 duplicate payments aggregating $2,062.44, and charge the same to the various accounts against which they stand in the various wards represented thereon, and crediting the same to the General Assessment Account (the Comptroller's Collection Account).

This order is made after repeated notices to the parties making the over-payments and duplicate payments, dating back a period of five years and over, having been sent, and every effort made to adjust same by the usual methods prevalent in the Bureau; and this action is taken upon the recommendation of the Commissioner of Public Works and the Superintendent of the Bureau of Water, under date of February 4th, 1907, and submitted under date of Feb. 11, 1907.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the purchase of sites for police and water departments, deferred and published February 11, 1907, page 3197.

Ald Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to purchase the following described property, at the prices named: In addition to the site purchased at the northwest corner of California and Shakespeare avenues, for police station, the 17 feet north and adjoining the south 8.125 feet of lot 13,

block 1 in Town of Schleswig in the east ½ of the northwest ¼ of Section 36-40-13, at a price not to exceed eleven hundred dollars ($1,100.00), in accordance with the recommendation of the General Superintendent of Police and Assistant General Superintendent of Police, dated January 28th, 1907, and attached hereto.

Lots 18, 19 and south 10 feet of lot 20 of Wellington's Sub-division of 1.8 acres in N. E. ¼ Section 9-38-14, lying east of railroad, and further known as numbers 4940-4942 and 4944 State street for site for police station at a price not to exceed five thousand dollars ($5,000.00), subject to the general taxes of 1906, in accordance with the recommendation of the General Superintendent of Police, dated January 18, 1907, and the City Comptroller, dated December 27, 1906, attached hereto.

Lots 158 and 159 Rudolph's Sub-division of lots 4 and 5 Ogden's Sub-division of southwest ¼ Section 18-40-14 for water pipe extension yard at a price not to exceed twenty-eight hundred fifty dollars ($2,850.00), subject to general taxes of 1906 and special assessments for improvements made subsequent to December 27th, 1906, in accordance with the recommendation of the City Comptroller, dated December 28th, 1906, and the Commissioner of Public Works, dated December 27th, 1906, attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Felicio Dambrosio for compensation for loss of eye, deferred and published February 11, 1907, page 3197.

Ald Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Felicio Dambrosio in the sum of three hundred dollars ($300.00), same to be in full of all claims of whatever kind or nature arisng from or growing out of an accident to said Felicio Dambrosio on May 19th, 1906, on Fullerton avenue near Racine avenue while in the employ of the Water Pipe Extension Department, and the Comptroller is ordered to pay the same from the Water Fund, upon the signing of a proper waiver by said Felicio Dambrosio.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of the Chicago City Railway Company for the issuance of water pipe certificate, deferred and published February 11, 1907, page 3198.

Ald. Bennett moved to amend the order by striking out the words and figures, "six hundred ($600.00) dollars," and by inserting in lieu thereof the words and figures "three hundred ($300.00) dollars."

The motion prevailed.

Ald. Bennett moved to pass the order as amended.

The motion prevailed and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert,

Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a certificate of deposit for laying water pipes to the Chicago City Railway Company for a deposit made on July 7th, 1896, for laying three hundred twenty-five (325) feet of 6-inch water pipe in Forty-ninth street, from Oakley avenue eastward, said certificate to contain the terms and conditions of certificates issued at that date for a like purpose, and not to be issued until the Chicago City Railway Company give a bond satisfactory to the Commissioner of Public Works in the sum of three hundred dollars ($300.00) to save the City harmless because of the issuance of said certificate.

This action is taken in accordance with the report of the Superintendent of Water Pipe Extension attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Miss Mary Allen for refund of water tax, deferred and published February 11, 1907, page 3198.

Ald Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to refund to Miss Mary Allen the duplicate payment of water taxes paid on premises known as 520-524 North Ashland avenue on duplicate receipts, upon the signing of the usual bonds and receipt required by the Water Department in similar cases.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Mrs. Margaret Knowles for wages of James Knowles, deceased, deferred and published February 11, 1907, page 3198.

Ald Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the General Superintendent of Police be and he is hereby

authorized and directed to issue a voucher in favor of Mrs. Margaret Knowles for fourteen days pay to James Knowles, patrolman, who died March 14, 1906, and the Comptroller is ordered to pay the same from the appropriations for the Police Department for the year 1907, when the same have been made.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the payment of overtime to laborers in the Department of Public Works, deferred and published February 11, 1907, page 3199.

Ald Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to make payments on payroll No. 98 Special, Intercepting Sewer Division for overtime for men wheeling coal on the nights of January 19 and 20 during heavy rain, and also one extra engineer on January 19, 1907, as follows:

John Barrett, coal passer	$4.19
Philip Dolan, coal passer	4.19
James Flynn, coal passer	4.19
Francis Hale, coal passer	4.19
Dennie Galvin, coal passer	4.19
John Kearnins	4.19
John Rapp, mechanical engineer	5.79

in accordance with the recommendation of the Commissioner of Public Works attached.

The Clerk, on motion of Ald. Werno, presented the report of the Committee on Local Transportation on an order for the re-routing of street cars on West 21st street, deferred and published February 4, 1907, page 2861.

Ald. Werno moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Superintendent of Transportation be and he is hereby directed to take up the matter in reference to re-routing the West 21st street cars with the Chicago Union Traction Company.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance establishing a prohibition district bounded by Leavitt street, Western avenue, Montrose avenue, and a line 300 feet north of Sunnyside avenue, deferred and published February 11, 1907, page 3199.

Ald. Dunn moved to amend the ordinance as published, page 3199, by inserting the words "the north line of" before the word "Sunnyside" in the fourth line of the title thereof, and in the ninth line of Section 1.

The motion prevailed.

Ald Dunn moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Harding, Dixon, Foreman, Pringle, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Golombiew-

ski, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—51.

Nays—Kenna, Coughlin, Dailey, Richert, McCormick, Conlon, Hahne, Wendling—8.

The following is the ordinance as passed:

AN ORDINANCE

To prohibit the licensing of saloons and dram-shops within the district bounded by Leavitt street on the east, a line 300 feet north of the north line of Sunnyside avenue on the north, Western avenue on the west and Montrose avenue on the south in the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That hereafter no license shall be issued for the keeping of a saloon or dram-shop within that district of the City of Chicago described and bounded as follows:

Beginning at the center line of the intersection of Leavitt street and Montrose avenue, and running thence North to a point 300 feet north of the north line of Sunnyside avenue, thence west and parallel with Sunnyside avenue to the center line of Western avenue, thence south along Western avenue to the center line of Montrose avenue, thence east to the place of beginning.

SECTION 2. The territory lying within the boundaries described in Section 1 hereof, shall be deemed and known as a prohibition district, within which it shall not be lawful for any license to be granted to keep a saloon or dram-shop.

SECTION 3. This ordinance shall take effect and be in force from and after its passage and approval.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance amending Section 2189 of the Revised Code of 1905 concerning the license fee for soap-making, deferred and published January 28, 1907, page 2795.

After debate Ald. Dunn moved to defer further consideration thereon one week.

The motion prevailed.

The Clerk, on motion of Ald. Dunn (for Ald. Sullivan), presented the report of the Committee on Streets and Alleys, North Division, on an ordinance repealing an ordinance for the opening of West court from Briar place to Belmont avenue, deferred and published January 28, 1907, page 2797.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the opening of West court, from Briar place to Belmont avenue, in the City of Chicago, County of Cook and State of Illinois," passed September 24, 1906, be and the same is hereby repealed; that the assessment made under the provisions of said ordinance in Case General Number 275,407, in the Circuit Court of Cook County, Illinois, entitled "City of Chicago vs. David G. Brauckmann et al.," be and the same is

hereby annulled, and that the Corporation Counsel be and he is hereby directed to dismiss said above mentioned proceeding in said Circuit Court.

SECTION 2. This ordinance shall be in force from and after its passage.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on Streets and Alleys, North Division, on an order directing the Commissioner of Public Works to remove obstructions in West Ravenswood Park avenue, between Lawrence avenue and Argyle street, deferred and published January 28, 1907, page 2797.

Ald. Dunn moved to concur in the report and pass the order therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the order as passed:

WHEREAS, West Ravenswood Park avenue, from Lawrence avenue to Argyle street, is now and has been for a period of thirty years past a public street by usage (or common law dedication); and,

WHEREAS, A board sidewalk was laid on the west side of said street some years ago; and,

WHEREAS, The City of Lake View prior to the annexation of said territory to the City of Chicago caused a six-inch water main to be laid in said street; and,

WHEREAS, The said street is now partly obstructed by clay and soil removed from the Lawrence avenue tunnel and by a switch track running in a southwesterly course across said street from the right of way of the Chicago and North-Western Railway (Milwaukee Division); therefore, be it

Ordered, That the Commissioner of Public Works be and he is hereby directed to cause the removal at once of all such obstructions except the switch track above referred to; and be it further

Ordered, That he shall also cause the removal of such switch track immediately on the completion of the Lawrence Avenue tunnel.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on Streets and Alleys, North Division, on a recommendation, estimate and ordinance for a system of brick and tile pipe sewers in West Addison street, from the north branch of the Chicago River to North Robey street, etc., etc., deferred and published January 28, 1907, page 2798. (Recommendation, estimate and ordinance published also on February 4, 1907, pages 2867 to 2877.)

Ald. Dunn moved to concur in the report, approve the estimate, and pass the ordinance therewith.

The motion prevailed, and the estimate was approved and the ordinance passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on Streets and Alleys, North Division, on an order directing the City Electrician to lay conduits in Racine avenue, deferred and published February 4, 1907, page 2864.

Ald. Dunn moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby directed to lay conduits in Racine avenue from Center street to Belmont avenue for electric wires, (petitions attached).

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on Streets and Alleys, North Division, on ordinance in favor of the Cudahy Packing Company for a switch track, deferred and published February 4, 1907, page 2864.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Cudahy Packing Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track on the easterly side of Hawthorne avenue connecting with the right of way of the Chicago, Milwaukee & St. Paul Railroad Company's tracks in Hawthorne avenue at a point about sixty (60) feet southeast of the south line of Weed street; thence running in a northeasterly direction in a compound curve into the premises occupied by the Cudahy Packing Company, known as lot five (5), block thirty-eight (38), J. A. Yale's re-subdivision of a part of Elston's addition to Chicago in section 5-39-14, as shown on the plat hereto attached, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that the said Cudahy Packing Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of Ten Thousand Dollars ($10,000), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to, or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Hawthorne avenue as are occupied by said switch track, or by

reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the said grantee shall keep such portion of Hawthorne avenue as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track by the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago and the cost and expense of said work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted the said Cudahy Packing Company shall pay to the City of Chicago the sum of One Hundred Nineteen ($119.00) Dollars for the use of said Hawthorne avenue from the first day of August, 1906, to the date of the passage of this ordinance and the further sum of Two Hundred twenty ($220.00) Dollars per annum in advance each and every year during the life of this ordinance; the first payment of such annual amounts to be as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or its assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Cudahy Packing Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of the Northwestern Terra Cotta Company to run an electric wire under bridge across Wrightwood avenue, deferred and published February 4, 1907, page 2866.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and are hereby granted to the Northwestern Terra Cotta Company to run an electric trolley wire immediately under and attached to the bridge crossing Wrightwood avenue, near the corner of Dunning street, and connecting two buildings owned by said company; said trolley wire to be constructed and maintained in a manner meeting the approval of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance or at any time prior thereto in the discretion of the Mayor. In case of determination of the privileges hereby granted, by lapse of time or by the exercise of the Mayor's discretion aforesaid, said grantee shall immediately remove said wire without any cost or expense of any kind whatsoever to the city.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the said company shall execute to the City of Chicago a good and sufficient bond in the penal sum of Ten Thousand Dollars ($10,000), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done hereunder or by authority of the permission herein given; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force or the sureties thereon sufficient, then the privileges hereby granted shall thereupon cease.

SECTION 4. In consideration of the privileges hereby granted the said Northwestern Terra Cotta Company shall pay to the City of Chicago, so long as the privileges hereby authorized are being enjoyed, the sum of Five ($5.00) Dollars per year, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance

that the privileges herein granted shall terminate and this ordinance become null and void if the said company shall fail to promptly pay any installment of said compensation.

SECTION 5. This ordinance shall take effect and be in force from and after its passage, provided that said Northwestern Terra Cotta Company shall file its written acceptance hereof and the bond herein provided within thirty days after the passage of this ordinance.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on a recommendation, estimate and ordinance for the improvement of La Salle street from Archer avenue to 39th street with asphalt, deferred and published January 21, 1907, page 2746.

Ald. Bihl moved to concur in the report, approve the estimate, and pass the ordinance therewith. (Published January 15, 1906, pages 2120 to 2127, inclusive).

The motion prevailed and the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The Clerk, on motion of Ald. Maypole, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating an alley in Block 3 of Eberhart and Wilbur's Subdivision, deferred and published January 28, 1907, page 2796.

Ald. Maypole moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the 16-foot alley, running east and west and lying north of Lot 6 and south of Lots 1, 2, 3, 4 and 5, all in Block 3, in Eberhart and Wilbur's subdivision of Block 25, in the Canal Trustee's subdivision of Section 7, Township 39 North, Range 14, East of the Third Principal Meridian, situated in the City of Chicago, in the County of Cook and in the State of Illinois, and being the alley shown on the plat hereto attached and marked "To be vacated"—be and the same is hereby vacated; provided, however, that this ordinance shall not go into effect, nor the vacation herein provided for become effective until the sum of four hundred seventy-two and twenty-six one-hundredths ($472.26) dollars shall have been paid into the treasury of the City of Chicago by Crofts & Reed, and provided further that said sum shall be paid within thirty days after the passage of

this ordinance and that a plat showing said vacated alley shall be filed in the office of the Recorder of Deeds of Cook County by said Crofts and Reed within thirty days after the passage of this ordinance, otherwise this ordinance shall be null and void and of no effect.

SECTION 2. This ordinance shall be in force and take effect from and after its passage.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Section 632 of the Revised Code of 1905, deferred and published February 4, 1907, page 2881.

Ald. Riley moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Hardng, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 632 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended by adding to the end thereof the following:

"This Section shall not apply to buildings of Class I, one story in height and having a floor area of less than twelve hundred and fifty square feet, nor shall it apply to buildings of Class II, not more than two stories in height."

SECTION 2. This ordinance shall be in force and effect from and after its passage and publication.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Sections 219 to 222 of the Revised Code of 1905, concerning the duties of the Commissioner of Buildings, the Deputy Commissioner of Buildings and the Assistant Deputy Commissioner of Buildings, deferred and published February 11, 1907, page 3203.

Ald. Riley moved to recommit the ordinance to the Committee on Building Department.

Ald. Hunt moved as a substitute for the foregoing motion, that the ordinance be passed.

The motion was lost by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dailey, Martin, McCormick, Snow, Moynihan, Fick, Scully, Considine, Schermann, Brennan, Conlon, Powers, Bowler, Reese, Dougherty, Werno, Hahne, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Race—34.

Nays—Harding, Foreman, Pringle, Richert, Young, Bennett, Hurt, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Sitts, Dever, Stewart, Finn, Foell, Jacobs, Krumholz, Dunn, Williston, Lipps, Reinberg, Nolan—26.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department on an ordinance amending Section 421 of the Revised Code of 1905, concerning alcoves, deferred and published February 11, 1907, page 3205.

Ald. Riley moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordi-

nance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—58.

Nays—Young, Brennan—2.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 421 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"421. Alcove rooms must conform to all the requirements of other rooms, except that in one or two story existing buildings which it may be desired to raise or alter, every alcove shall be deemed a separate room for all purposes within the meaning of this ordinance except such an alcove, as adjoining another room, has at least twenty percentum of entire wall surface of alcove opening to another room."

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department on an ordinance amending Sections 401 and 404, and repealing Section 414, of the Revised Code of 1905, deferred and published February 11, 1907, page 3205.

Ald. Riley moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Hardng, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. Section 401 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended to read:

"Stair Halls Enclosed in Masonry—Requirements and Exceptions). In every new non-fireproof tenement house all stair halls shall be enclosed on all sides, with the walls of solid masonry of the same dimensions and thickness as specified for enclosing walls. All windows in such stair halls shall have metal frames and sashes, glazed, fire-resisting glass and such windows shall be stationary. This Section shall not apply to tenement houses which are not more than three (3) stories and basement high with only one apartment on each floor."

SECTION 2. Section 404 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended to read:

"Bay Windows—Vent Shafts—Openings). All bay windows and all shafts and courts, in masonry constructed new tenement houses, shall have the

walls of the bay windows, shafts and courts built of brick or other fireproof construction throughout. This Section shall not apply to enclosures about elevators which are in common with a stairway surrounded and enclosed in masonry walls."

SECTION 3. Section 414 of the Revised Municipal Code of Chicago of 1905, be and the same is hereby repealed in its entirety.

The Clerk, on motion of Ald. Riley, presented the report of the Committee on Building Department, on an ordinance amending Sections 730 and 731 of the Revised Code of 1905, concerning shutoff devices on electric wires and gas pipes, deferred and published February 11, 1907, page 3206.

Ald. Reese moved to recommit the ordinance to the Committee on Building Department.

The motion prevailed.

The Clerk, on motion of Ald. Pringle, presented the report of the Committee on State Legislation concerning an act empowering park boards to appropriate moneys for street improvements from their general funds, etc., deferred and published February 4, 1907, page 2881.

Ald. Pringle moved that the City Council concur in the report and recommend to the 45th General Assembly for enactment the bill entitled, "A Bill for an Act to provide for making improvements and repairs upon highways adjoining public parks and pleasure grounds," (published February 4, 1907, page 2881).

The motion prevailed.

The Clerk, on motion of Ald. Reese, presented the report of the Committee on Water Department on an ordinance amending Section 2394 of the Revised Code of 1905, concerning the installation of water meters in buildings supplied through two or more service pipes, deferred and published February 11, 1907, page 3213.

Ald. Reese moved to amend the ordinance as printed by inserting the word "pipe" after the word "service" in the third line from the top of the right hand column, page 3214.

The motion prevailed.

Ald. Reese moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Hardng, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—59.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 2394 of the Revised Code of Chicago as passed July 5th, 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2394 of the Revised Municipal Code of Chicago of 1905, as amended July 5th, 1905, be, and the same is hereby amended so as to read as follows:

"Section 2394. At every building, structure or premise of the kind mentioned in Sections 2393 and 2434, that is supplied with water from the Chicago Water Works system, there shall be furnished and installed a water meter for the purpose of controlling and measuring such water supply, which said meter shall be furnished,

installed and maintained at the cost and expense of the City, and whenever the building, structure or premise aforesaid which now receives its domestic supply of water through two or more service pipes, these said several service pipes must be joined together by and at the expense of the City of Chicago, provided, however, it shall be optional with the City of Chicago to install a new single service pipe equal to the domestic requirements of the aforesaid building, structure or premise to which the several house service pipes must be joined, which must be done at the cost and expense of the City of Chicago. Provided, further, it is optional with the City of Chicago to install a meter on each service pipe found supplying water to premises to be metered."

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Wednesday, February 27, 1907, at 7:30 P. M.

CITY CLERK.

installed and maintained at the cost and expense of the City, and when over the buildings, structures or premises aforesaid, which now receive the domestic supply of water through two or more service pipes, then said several service pipes must be joined together by and at the expense of the City of Chicago, provided however, it shall be optional with the City of Chicago to install a new single service pipe equal to the domestic requirements of the aforesaid building, structure or premises to which the several house service pipes must be joined, which must be done at the cost and expense of the City of Chicago. Provided, further, it is optional with the City of Chicago

Section 2. This ordinance shall take effect and be in force from and after its passage.

Alderman Rodriguez moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Wednesday, February 27, 1907, at 10:30 A. M.

CITY CLERK.

PROCEEDINGS
OF THE
CITY COUNCIL
CHICAGO. ILLINOIS

Regular Meeting, Wednesday, February 27, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, March 6, 1907.

At 7:30 o'clock the Clerk called the roll of the Council, and there were

Present—Ald. Kenna, Coughlin, Dixon, Foreman, Pringle, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Hunt, Bihl, Kobout and Race.

Absent—His Honor, the Mayor, and Ald. Harding, Dailey, Richert, McCoid, Nowicki, Jacobs, Dunn, Lipps, Roberts, Fisher, Badenoch and Nolan.

The Clerk called the Council to order.

Ald. Conlon moved that Ald. Foreman act as temporary chairman.

The motion prevailed and Ald. Foreman took the chair.

ADJOURNMENT.

Ald. Bennett moved that the Council dispense with all business in the absence of His Honor, the Mayor, and adjourn.

The motion prevailed and the Council stood adjourned to meet on Monday, March 4, 1907, at 7:30 o'clock P. M.

CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO, ILLINOIS

Regular Meeting, Wednesday, February 27, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, March 6, 1907.

At 7:30 o'clock the Clerk called the roll of the Council, and there were

Present—Ald. Beaven, Coughlin, Dixon, Harrison, Hinkle, Martin, McGrath, Young, Bennett, Brown, Mayfield, Burke, Burrill, Fitzpatrick, Smith, Hirt, Cullerton, Wenham, Zimmer, Tilden, Filbey, Coughlin, Werkin, Maypole, Smith, Beilfuss, Gutzman, Sullivan, Dever, Bergman, Quinn, Thomas, Dunlap, Stewart, Ward, Fowler, Foell, Sullivan, Dougherty, Forrest, Helm, Funchon, Williams, Goldberg, Rickert, Hilpp, Jackson, Herter, Toomey, Coloniusmith, Burke, Malley, O'Connell, Hunt, Bill Kohout and Haas.

Absent—His Honor, the Mayor, and

ALD. Martin, Dailey, Pickett, McGoldrick, Jacobs, Dunn, Ellis, Roberts, Herter, Radebaugh and Nelson.

The Clerk called the Council to order.

Ald. Coughlin moved that Ald. Foreman act as temporary chairman.

The motion prevailed and Ald. Foreman took the chair.

APPROVAL OF MINUTES.

Ald. Thomas moved that the Council dispense with all business in the absence of the Mayor, the Mayor, and authority.

The motion prevailed and the Council adjourned to meet on Monday, March 4, 1907, at 7:30 o'clock P. M.

CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO ILLINOIS

Regular Meeting, Monday, March 4, 1907.

7.30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, March 6, 1907.

The Clerk called the roll of the Council, and there were

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, and Race.

Absent—McCoid, Considine, Nowicki, and Krumholz.

QUORUM.

A quorum being present, the Mayor called the Council to order.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, February 18, 1907, and of the regular meeting held Wednesday, February 27, 1907, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented reports from His Honor, the Mayor, containing the following list of names of the persons re-

leased from the House of Correction during the weeks ending February 23, 1907, and March 2, 1907, together with the cause of each release:

Walter Malecki, released for H. R. Waszko.

Jas. Stapleton, released for Margaret Hayes.

Ben Perdoner, released for wife.

Frank Hardeis, released for mother.

Michael Luby, released for wife.

Frank Bernen, released for Ed. Byrnes.

Frank A. Davey, released for Ald. Richert.

Aaron Brown, released for W. H. Clark.

Ed. McBride, released for Frank Burk.

Patrick O'Brien, released for wife.

Charles Stines, released for Edward R. Diedrich.

Fred Miller, released for wife.

Eugene Carter, released for W. H. Clark.

John M. Cunningham, released for wife.

Richard Morrissey, released for wife.

Chas. Johnson, released for brother.

Len Doherty, released for H. P. Downey.

Michael Costello, released for E. J. Finn.

Hun Hightower, released for H. P. Downey.

Albert W. Lambert, released for Ald. Kenna.

Albert Chirewski, released for Ald. McCormick.

Thomas Ryan, released for wife.

Michael O'Toole, released for Thos. W. Peters.

Charles Meckas, released for mother.

Minnie Olson, released for mother.

Martin Weir, released for brother.

Wm. Scott, released for Mrs. H. M. Miller.

Michael Donnelly, released for wife.

D. Finley, released for P. B. Grant.

Wm. Dwyer, released for Ald. Powers.

Jas. Murphy, released for Ald. Powers.

Harry Joyce, released for wife.

Albert Gransaw, released for wife.

Joe Dubach, released for Mr. Stovitsky (employer).

William Rowen, released for Ald. Cullerton.

Charles Pope, released for wife.

John Harris, released for Ald. Harding.

Andrew Brennan, released for sister.

Walter McCord, released for mother.

Jas. Moran, released for John Gaynor.

David R. Wagner, released for George Thompson.

Jos. Gallagher, released for father.

Which were ordered published and placed on file.

ALSO,

The following communications:

MAYOR'S OFFICE,
March 4, 1907.

To the Honorable, the City Council:

GENTLEMEN—I transmit herewith a letter addressed to me by the Board of Local Improvements concerning an ordinance passed by your Honorable Body at the meeting of February 18, 1907, Council Proceedings 3328, repealing an ordinance for the opening of West court, from Briar place to Belmont avenue.

I would suggest that inasmuch as the repealing ordinance is a nu'lity it would be well to repeal it so that our records will not be encumbered with ordinances that are null and void.

Respectfully,

E. F. DUNNE,
Mayor.

BOARD OF LOCAL IMPROVEMENTS,
March 2, 1907.

Honorable Edward F. Dunne, Mayor, City of Chicago:

DEAR SIR—At the meeting of the Council of February 18th, as shown from the Council Proceedings of that date (page 3328), an ordinance was introduced and passed purporting to repeal and annul an ordinance for the opening of West court from Briar place to Belmont avenue.

I am directed by the Board to request Your Honor to veto this ordinance for the following reasons:

First. This assessment proceeding is now pending in court and was instituted by the Board at the request of every property owner assessed for the improvement except one individual and is apparently a desired and needed improvement.

Second. The statute provides that "No repeal of any ordinance ordering an improvement shall be made except on written recommendation of the Board of Local Improvements stating therein its reasons therefor."

This ordinance purporting to repeal this proceeding does not emanate from the Board and does not bear the recommendation of the Board, and, consequently, is void; but, in order to save possible confliction in the proceedings, would recommend that Your Honor veto the ordinance as passed.

Respectfully,

BOARD OF LOCAL IMPROVEMENTS,

By JOHN A. MAY,

Secretary.

Ald. Bennett moved to reconsider the vote by which the ordinance referred to in the communication of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved that the ordinance be passed.

The motion was lost.

CITY CLERK.

The City Clerk presented a report containing the following list of acceptances and bonds under ordinances filed in his office since the last regular meeting of the Council:

Acceptance and bond, Illinois Central Railroad Company—Ordinance of January 28th, 1907, pipe across Indiana avenue; acceptance and bond, Mandel Bros., bridge—Ordinance of January 21, 1907.

Which was placed on file.

ALSO,

An ordinance for vacating a portion of West 15th place (formerly Rebecca street), lying east of Rockwell street, which was

Referred to the Committee on Streets and Alleys, West Division.

ALSO,

An ordinance for vacating a part of Lime street, between the Chicago River and Water street, which was

Referred to the Committee on Streets and Alleys, South Division.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

CITY COLLECTOR'S OFFICE,
March 4, 1907.

To the Hon. Edw. F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,

City Collector.

Gesang Verein Frohsinn, 3143-47 State street.

Liberty Lodge No. 83, O. C. K., 821-5 South Ashland avenue.

Wicker Park Maennerchor, 501 West North avenue.

Winchester Benevolent Society, 939 North Robey street.

Ladies of Brage Lodge, 324 East Division street.

Lettish Relief Society, 1115 West 12th street.

Picket Aid Society, 588-90 West 18th street.

Hotel Emp. Benevolent Association, 551 North Clark street.

Dvour Tabor C. A. L. A. L., 1300 South 41st avenue.

Swedish Comrade Association, 456 31st street.

Bohemian Old Settlers of 19th Ward, 106-108 DeKoven street.

South Side Irish-American Club, 43rd and State street.

Hotel Bellmen Association, 22nd and Wabash avenue.

Turn Verein Vorwaerts, 1168 West 12th street.

Hungarian Music Verein, 842 Clybourn avenue.

Slov. Social Branch, 32-4 Emma street.

German Club Sing. Society, 401 Webster avenue.

Tornado Athletic Association, Sedgwick street and North avenue.

Peoria Star Benevolent Association, 235 Milwaukee avenue.

Bartelstein Emp. Benevolent Association, Taylor and Center avenue.

Nineteenth Ward Socialist and Athletic Club, Harrison and Green streets.

Socialist Branch Thirty-first Ward, 6058 Morgan street.

West End Democratic Club, 720 Allport street.

Garland Council No. 648 National Union, 501 West North avenue.

Gambrinus Unterstutzungs Verein, 3143-7 State street.

Hartvig Lyrik Singing Society, 3700 Wentworth avenue.

Plattdeutsche Gilde No. 2, 714 Blue Island avenue.

Alaidons Aid Society, 35th street and Archer avenue.

Polyhymnia Singing Society, 176 Clybourn avenue.

Scandinavian Socialist Singing Society, California avenue and Division street.

Tordenskjold Society, R. H. K., 907 North California avenue.

The Danish Society Sluskene, 901 North Washtenaw avenue.

Thor Athletic Association, California avenue and Division street.

Socialist Aid Society, 5257 Ashland avenue.

Damsky Sbor Vlast No. 41, 48th and Honore streets.

Baker Wagon Drivers' Union, No. 734, Peck court and Wabash avenue.

Croation Tompurice Orchestra, 9601 Ewing avenue.

South Side Sick and Aid Society, 2055 West 47th street.

West Side Progressive Fraternal Association, 447 West Taylor street.

Platt Gilde, No. 9, North avenue and Halsted street.

Cigarmakers' Union No. 15, 162 North Clark street.

Edelweiss Damen Verein, 876 Milwaukee avenue.

Baron Hirsch Lodge, 876 Milwaukee avenue.

Normandenes Sangforening, 876 Milwaukee avenue.

Cregier Lodge, 876 Milwaukee avenue.

Korner Lodge No. 54, O. M. P., North avenue and Halsted street.

Bricklayers' and Stonemasons' Sick Benefit Association, Wabash avenue and Peck court.

Teutonia Turn Verein, 53rd and Ashland avenue.

Wentworth Benevolent Association, 5322 South State street.

Court of Honor, Schiller District Court No. 6, 766 North Robey street.

Daughters of Denmark, 876-8 Artesian avenue.

Eiche Turn Verein, 2503 Kensington avenue.

Den Sleshigske Understattelses, 574 Armitage avenue.

Bohemian Sharpshooters' Association, 400 West 18th street.

Schweizer Damen Verein, 257 North Clark street.

Knights and Ladies of Honor, Spaulding and North avenues.

Logan Am. Benevolent Association, 501 West North avenue.

Pfaelzer Moenner Verein, North avenue and Sedgwick street.

Erst Lieb Sacks Kranken Unter. Verein, North avenue and Larrabee street.

Chicago Lodge No. 1, 519 Larrabee street.

La Salle Lodge No. 338, 501 West North avenue.

The Fox Lake Musical Society, Ashland avenue and Division street.

Club Dobrovsky, 590 West 18th street.

Goldsworthy Nectar Club, 48th avenue and Indiana street.

Laurel Athletic Association, Sedgwick street and North avenue.

Matha Lodge, North avenue and Halsted street.

Travelers' Good and Leather Novelty Workers' Union, Taylor and Centre avenue.

Illinois Lodge No. 46, O. M. P., Division street and Ashland avenue.

Norwegian Sharpshooters, 907 North California avenue.

Panama Musical and Singing Society, 311 West Division street.

Sons of St. George, 3143 South State street.

Sunflower Lodge, Sons of St. George, 35th street and Indiana avenue.

Holland Society, 934 West 12th street.

Department Stores Clerks and Cashiers' Benevolent Association, 444 West Taylor street.

Cabinet Athletic and Aid Society, 256-62 Blue Island avenue.

El Di Plemas Club, Taylor and Center avenue.

Ct. Hanson Park, Ct. of Honor, 3361 Grand avenue.

Society Balder, 3143 State street.

Swedich Singing Quartette, 1768 Wrightwood avenue.

Ungarischer Kranken Unter. Verein, Halsted street and North avenue.

Damen Garfield Unterst. Verein, 675-7 Larrabee street.

Roosevelt Lodge, Milwaukee and Ashland avenues.

Sokol Slavia Society, 494 Noble street.

Young Romans Athletic and Social Club, 106-8 DeKoven street.

Bohemian Society Augustine Smitant, Spaulding and North avenues.

Deutscher American Damer Verein, 876 Milwaukee avenue.

La Salle Frauen Verein, 876 Milwaukee avenue.

Maggi Ledi Benevolent Lodge, 720 Allport street.

Ladies' Apxiliary of N. C. H. C., 257 North Clark street.

Tiktiner Bikur Chelum, 12th and Waller streets.

May Benevolent Association, 862-6 West Division street.

Associated Building Trades Council, Wabash avenue and Peck court.

Schiller Bnai Abraham Verein, 50 Throop street.

Railway Express Drivers' and Conductors' Union, 447 West Taylor street.

The North Side Theatrical and Benevolent Club, 1351 Diversey boulevard.

Ladies Auxiliary of the Bohemian-American Turner Society, 621 Blue Island avenue.

Ladies' Section of Eng. Turn Verein, 448 West 63rd street.

Independent Order of Vikings, 1995 North Ashland avenue.

Lodge Chicago No. 1375, M. B. A., 612 West 18th street.

Bohemian Molders' Benevolent Society, 821-5 South Ashland avenue.

Bond of Truth Society, 519 Larrabee street.

Eisenburger Lieterkranz Kranken Verein, 5324 State street.

Social Turn Verein, 701 East Belmont avenue.

Monon Musical Society, 456 31st street.

Robt. H. Vickers Lodge No. 63, 400 West 18th street.

Servian Brotherhood, 9601 Ewing avenue.

North Western Athletic Association, Belmont avenue and Paulina street.

Douglas Frauen Verein, 1168 West 12th street.

Swedish Gymnastic Association, 6058 Morgan street.

Old German Sick Benefit Association, 939 North Robey street.

Rothmanner Liderdranz, 519 Larrabee street.

Lathers International Union No. 167 of Oak Park, 88 North 48th avenue.

Columbus Lodge No. 48, O. M. P., Diversey and Sheffiield avenues.

Junger Maennerchor, 257 North Clark street.

Chicago Volkszeitungs Conference, 162 North Clark street.

Goethe Frauen Verein, North avenue and Halsted street.

Garden City Literary Club, 1351 Diversey boulevard.

Svithoid Singing Society, 1768 Wrightwood avenue.

Department Store Drivers' Union No. 715, Peck court and Wabash avenue.

Oldenburger Frauen Verein, 501 West North avenue.

Congregation Rodfei Zedek, 3140 Indiana avenue.

The East End Democratic Club of 30th Ward, 4300 State street.

Danish Brotherhood No. 35, 3700 Wentworth avenue.

Alamode Athletic Club, Wabash avenue and Peck court.

Joshua Temple No. 88, K. of T., 22nd street and Wabash avenue.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented the following communication and report from the Commissioner of Public Works, which were ordered published and placed on file:

DEPARTMENT OF PUBLIC WORKS,
February 28, 1907.

To the Honorable, the Mayor, and the City Council:

GENTLEMEN—In compliance with your request of February 11 I beg to submit herewith a report from the Superintendent of Sewers as to the condition of sewers in the Tenth Ward.

Very truly yours,
WM. L. O'CONNELL,
Commissioner of Public Works.

BUREAU OF SEWERS,
February 26, 1907.

Hon. Wm. L. O'Connell, Commissioner of Public Works:

DEAR SIR—As directed I beg to submit the attached report of Foreman

James F. Gleeson as to the condition of sewers in the Tenth Ward, ordered by the City Council February 11th, 1907, page 3221.

As the report shows most of the sewers are in fairly good condition; this being due more to the complaints which we receive from the ward than anything else, as we cannot do much else than attend to complaints. Our appropriation will not allow of much systematic cleaning. In our annual estimate I have asked for an increase, and the Council should be requested to give the additional amount, as it would allow us to go over the entire system once a year and do some systematic cleaning.

Yours very respectfully,

WM. E. QUINN,

Supt. Bureau of Sewers.

Wm. E. Quinn, Supt. of Sewers:

SIR—The main sewers in Tenth Ward examined, as per Council order, by Timothy Corkery. The following are in good condition:

Sixteenth street from Morgan to Laflin street.

Nutt street, from 16th to 18th streets.

Fisk street, from 16th to 19th streets.

May street, from 18th to 19th streets.

Allport street, from 16th to 19th streets.

Throop street, from 16th to 19th streets.

Loomis street, from 16th to 19th streets.

Laflin street, from 16th to 19th streets.

Eighteenth street, from Laflin to Morgan streets.

Washburne avenue, from Waller to Laflin streets.

Thirteenth street, from Waller to Laflin streets.

Frank street, from Waller to Blue Island avenue.

Maxwell street, from Morgan to Blue Island avenue.

Hastings street, from Blue Island avenue to Laflin street.

Fourteenth place, from Morgan to Laflin street.

Fifteenth street, from Morgan to Blue Island avenue.

Throop street, from 12th to 15th streets.

Loomis street, from 12th to 15th street.

Laflin street, from 12th to 15th streets.

Respectfully submitted,

JAS. F. GLEESON,

Foreman.

Wm. E. Quinn, Supt. of Sewers:

SIR—The main sewers in Tenth Ward examined, as per Council order, by Timothy Corkery. The following are in fair condition. Will put a gang to work in Ward in a few days, to put sewers in good order.

Morgan street, first two sections north of Maxwell street.

Waller street, from Washburne avenue to 12th street.

Blue Island avenue, from 12th to 13th street.

Center avenue, from 12th to 16th streets.

Fourteenth street, from Loomis to Center avenue.

Blue Island avenue, from 14th place to 15th street.

Fifteenth street, from Throop to Blue Island avenue.

Nineteenth street, from Fisk street to Center avenue.

Center avenue, from 16th to 19th streets.

Respectfully submitted,

JAS. F. GLEESON,

Foreman.

CORPORATION COUNSEL.

The Clerk presented the following communication from the Corporation Counsel, which was ordered published and placed on file:

OFFICE OF CORPORATION COUNSEL,
February 26, 1907.

To the Honorable the City Council of the City of Chicago:

GENTLEMEN—I have the honor to acknowledge the resolution passed by your honorable body commendatory of the Corporation Counsel's office and expressing your approval of the efforts of the Corporation Counsel in the discharge of his official duties.

Please permit me to tender my highest appreciation and gratitude, and to acknowledge myself continuously

Your very obedient servant,

J. HAMILTON LEWIS,
Corporation Counsel.

BOARD OF EDUCATION.

The Clerk presented from the Board of Education the following estimate of the amount to be provided for in the tax levy for 1907 for school purposes, which was referred to the Committee on Finance:

FOR BUILDING PURPOSES:

New buildings, sites and permanent improvements	$ 9,250,000.00
Plus estimated loss and cost of collection	370,000.00
	$ 9,620,000.00

FOR EDUCATIONAL PURPOSES:

For educational purposes	$13,150,000.00
Plus estimated loss and cost of collection	526,000.00
	$13,676,000.00

TO PAY BONDED INDEBTEDNESS AND INTEREST ON BONDS, AS FOLLOWS:

Bonds	$56.000.00
Interest coupons	6,625.00
Plus estimated loss and cost of collection	2,575.00
	$65,200.00

FOR SPECIAL ASSESSMENTS ON SCHOOL PROPERTY:

For special assessments on school property	$50,000.00
Plus loss and cost of collection	2,000.00
	$52,000.00

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted an ordinance establishing the grade of sundry streets.

Which was, by unanimous consent, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

SPECIAL PARK COMMISSION.

The Clerk presented the annual report of the Special Park Commission,

Which was placed on file.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following report:

CHICAGO, February 27, 1907.

To the Honorable, the Mayor and Aldermen, in City Council Assembled:

GENTLEMEN—Your Committee, to whom was referred the bids of the several banks of the city for deposit of the city funds, beg leave to report the following banks as the best bidders (each having bid 2½ per cent for call deposits and 3 per cent on time deposits), and recommend that they be named as the depositaries for the funds of the city in sums not to exceed in amount 50 per cent of their capital and surplus, respectively, and not to exceed in any case the sum of $1,000,000.

NATIONAL BANKS.

	Capital.	Surplus.
Bankers'	$2,000,000	$1,139,331
Commercial	2,000,000	1,950,962
Continental	4,000,000	2,196,917
Drovers' Deposit	600,000	316,716
Federal	500,000	67,634
First Englewood	100,000	130,530
Fort Dearborn	1,000,000	305,227
Hamilton	500,000	167,482
Republic	2,000,000	1,059,304
Oakland	100,000	28,506
National City	1,500,000	300,000

STATE BANKS.

American Trust	$3,000,000	$2,373,358
Central Trust	2,000,000	937,079
Chicago Savings	500,000	72,069
Colonial Trust	600,00	545,142
Drovers' Trust	200,000	60,000
First Trust	1,000,000	1,435,726
Foreman Bros.	500,000	634,000
Metropolitan	750,000	309,541
Mutual	250,000	61,187
North avenue	.....	.....
Northwestern	200,000	25,041
So. Chicago Savings	200,000	52,519
State Chicago	1,000,000	856,943
Union of Chicago	200,000	36,491
Western Trust	1,000,000	274,565
Hibernian	1,000,000	1,078,315

and the passage of the following order:

Ordered, That the recommendations of the committee be concurred in.

FRANK I. BENNETT,
Chairman.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed and the order was thereby passed.

ALSO,

The same committee, to whom was referred a communication from the City Electrician relating to tunnel under West Branch of the Chicago River, Drainage Canal and Illinois and Michigan Canal, for electrical feeders from the substations of the Sanitary District of Chicago at Western avenue, on the west side of the Drainage Canal, submitted a report recommending the passage of an accomyanying order in accordance with the recommendation of the City Electrician and His Honor the Mayor thereto attached.

By unanimous consent, on motion of Alderman Bennett, the report was concurred in, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Electrician be and he is hereby authorized and directed to enter into a contract with John P. Dougherty & Co. for the construction of a tunnel at Western avenue under the Drainage Canal for the sum of $25,000.00, and for the construction of a tunnel at Western avenue under the Illinois-Michigan Canal for the sum of $14,000.00, making a total cost for the two tunnels of $39,000.00, in accordance with the proposal of said firm, opened by the City Electrician of date February 25, 1907; and that the same official be and he is hereby further authorized and directed to enter into a contract with John J. O'Heron to construct a tunnel at Western avenue under the West Branch of the Chicago River for the sum of $18,600.00, in accordance with the proposal opened by the City Electrician, of date February 25, 1907. Said tunnels are to be constructed for the purpose of placing therein electrical feeders for the transmission of electrical energy from the substation of the Sanitary District of Chicago located at Western avenue and the Drainage Canal, on the west side thereof, and for the further purpose of placing water mains therein.

JUDICIARY.

The Committee on Judiciary submitted the following report, which was, on motion of Alderman Dever, deferred and ordered published:

CHICAGO, February 19, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance amending Section 2478 of the Revised Municipal Code in re weights and measures, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2478 of the Revised Municipal Code of Chicago of 1905, as amended November 26, 1906, be amended so as to read as follows:

2478. (Deceit or Fraud in regard to Measurement or Weight of Commodities.) All corn in the ear, potatoes, coal, large fruits, coarse vegetables and all bulky articles sold or offered for sale by dry measure shall be sold by heaped measure, and all commodities sold by heaped measure shall be duly

heaped up in said measure in the form of a cone, the top of the outside measure by which the same shall be measured to be the limit of the base of such cone, and such cone to be as high as the nature of the article to be measured will admit the cone to be heaped.

Any person or corporation who shall practice deceit or fraud of any kind whatsoever in the sale of any commodity or article of merchandise of any kind whatsoever, whether sold by dry measurement or liquid measurement or linear measurement, or superficial measurement, or cubic measurement, or by weight, or by any unit of enumeration used in determining or measuring quantity, by selling or offering for sale any commodity or article of merchandise of any kind whatsoever, in quantities of less weight or measure or enumeration than the weight or measure or enumeration represented by the vendor or his agent or employe upon such sale or offer of sale, or who shall sell or offer for sale any commodity in any receptacle containing a less quantity than it is represented at the time of such offer or sale to contain, or any article measured by dry measure that shall not be a heaped up measure in accordance with the provisions of this section, or who shall sell, or offer for sale, any article of dry measurement, in other than a legal dry measure, or any article of liquid measurement in other than a legal liquid measure, or in any measure which has not been inspected and sealed by the Inspector of Weights and Measures in accordance with and pursuant to the provisions of this chapter, shall be fined not less than twenty-five dollars nor more than one hundred dollars for each offense; *Provided*, however, that nothing herein contained shall be taken or construed or shall operate to dismiss, or in anywise affect the prosecution of any suit, now pending, for the violation of any provisions of said Section 2478 as originally enacted, or as amended November 26, 1906.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

WILLIAM E. DEVER,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Dever, deferred and ordered published:

CHICAGO, February 26, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary to whom was referred an ordinance and an order in re storage of gasoline, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, and the publication of accompanying communications:

AN ORDINANCE

Concerning the storage of gasoline under the alleys of the City of Chicago and providing for the construction, maintenance and use of tanks imbedded under said alleys for the storage of gasoline in the City of Chicago, by private persons.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall not be lawful for any person or persons, corporation, firm or co-partnership to construct, maintain and use tanks imbedded under the surface of the alleys in the City of Chicago for the storage of gasoline, except upon compliance by the said person or persons, corporation, firm or co-partnership with the conditions hereinafter mentioned.

SECTION 2. No person or persons, corporation, firm or co-partnership shall use any space underneath the surface of any alley in the City of Chicago for the construction, maintenance or use of any tank thereunder for the storage of gasoline,

without first obtaining a permit so to do from the Commissioner of Public Works of the city, and no such permit shall be issued without first being approved by the Commissioner of Buildings and the Fire Marshal of the City of Chicago, and no such permit shall be transferred or assigned nor shall any right or privilege thereunder be transferred or assigned without the written consent of the Commissioner of Public Works, and said permit may be revoked by the Mayor at any time.

SECTION 3. Applications for such permits shall be in writing, stating specifically the space desired, its length, breadth and depth, together with the measurement in feet from the surface of the alley to the top of such tank. The application shall also contain the specifications of the tank to be used which shall be as follows: The capacity of such tanks shall not exceed 500 gallons and said tanks shall be made of 12 gauge steel either galvanized or coated with rust proof paint, and shall be riveted, soldered, caulked and coated on the outside with tar or other rust resisting material, shall have no openings or pipe connections except on the tops thereof, and shall not be connected either directly or indirectly with any public or private sewer, drain or catch-basin in the City of Chicago. If said tanks be of a capacity exceeding three hundred gallons they shall be reinforced. The applicant for such permit shall pave with concrete and smooth cement surface the portion of the alley covering such tank, and also two feet in each direction outside thereof, said paving to be slightly concave.

SECTION 4. Every applicant for such a permit shall file with his application his bond in the penal sum of ten thousand ($10,000.00) dollars, with surety or sureties to be approved by said Commissioner of Public Works; and such bond shall be conditioned that the person or persons, corporation, firm, or co-partnership to whom such permit shall be issued, his or their heirs, successors or assigns, will save and keep the city free and harmless from any and all loss or damage or claim for damage arising from or out of the use of the space or tank therein mentioned, and for the maintenance of the alley over such space in such condition that such alley shall at all times after the placing of such tank is completed or such space is covered, be safe for public use, and for the full and complete protection of the city against all litigation growing out of the granting of such permit or anything done under such permit, and for the removal, at the applicant's cost and expense, of such tank and the placing of said alley in a condition satisfactory to the Commissioner of Public Works upon the termination of such permit by lapse of time or otherwise, and for the prompt and full payment of the compensation hereunder required during his, their or its ownership of said property, so long as such permit shall be outstanding and for the faithful performance and observance of all conditions of this ordinance. Any person or persons, corporation, firm or co-partnership to whom a permit shall be granted hereunder or who has heretofore given a bond for the occupation of space under any alley who shall convey, lease or assign the premises for the benefit of which such permit has been granted, may notify the Commissioner of Public Works in writing of the conveyance, lease or assignment of said premises and furnish to such Commissioner, in writing, the name and address of the grantee, lessee or assignee thereof, and upon the giving of such notice in writing and furnishing the name and address of said grantee, lessee or assignee, all liability under the bond theretofore given by such person or persons, corporation, firm or co-partnership shall cease and determine, except as to acts happening or causes of action accruing prior to the giving of such notice.

SECTION 5. Every such tank shall be placed so that there shall be a space of not less than three feet between the top

of the same and the surface of the alley; and all pipes leading to or from said tank shall be galvanized and protected against injury, and so laid that the contents thereof shall drain back to said tank, which tank shall be so placed that the top thereof shall be lower than the level of the lowest pipe in the building used in connection therewith; and that no artificial light shall be required while filling. The filling pipes shall terminate in an iron box, extending not more than three (3) inches above the surface of the alley and so placed that it shall not constitute an obstruction to traffic. Each tank shall be provided with a one-inch iron vent pipe connected with the top of such tank (provided with a screen of 30 mesh brass wire at or near the tank connection), and carried up to the outer air at least four feet above the roof of the said building and terminate in a (double) goose neck covered with a brass wire screen of 1-16 inch mesh, and said tanks and the installation thereof shall be subject to the supervision and approval of the Commissioner of Public Works.

SECTION 6. When the space for the tank so used does not extend more than fifteen feet below the surface of the alley the person or persons, corporation, firm or co-partnership constructing, maintaining or using any such tank for the storage of gasoline under the surface of any alley shall render to the city the annual compensation for such use as is provided in, and make payment thereof, in accordance with an ordinance heretofore passed on February 5th, 1906, entitled "An ordinance concerning the use of streets and alleys and the space under sidewalks by private persons."

SECTION 7. If any person, or persons, corporation, firm or co-partnership now using any space under any alley for the maintenance or use of such tank for the storage of gasoline therein, shall fail to take out a permit for such use as herein provided within thirty days after this ordinance is in effect, then the Commissioner of Public Works shall proceed to remove every such tank so maintained and used, and close the space theretofor occupied by the same.

SECTION 8. Whenever the Commissioner of Public Works shall be of the opinion that the sureties on any bond given for any permit issued herein, have become insufficient, he shall notify the holder of such permit to give a new bond hereunder, and if such new bond is not given, with sureties satisfactory to said Commissioner of Public Works, within ten days after such notice is given, such permit shall be revoked.

SECTION 9. If any person or persons, corporation, firm or co-partnership obtaining a permit hereunder shall at any time fail or neglect to comply with the terms of this ordinance, then such permit may be revoked by such Commissioner of Public Works.

SECTION 10. Every person convicted of a violation of this ordinance shall be fined not less than twenty-five ($25.00) dollars nor more than two hundred ($200.00) dollars for each offense.

SECTION 11. This ordinance shall be in full force and effect from and after its passage and due publication.

WILLIAM E. DEVER,
Chairman.

The following are the communications recommended for publication in the foregoing report:

CHICAGO, February 26, 1907.

Hon. William E. Dever, Chairman Judiciary Committee, City Council:

DEAR SIR—With regard to an ordinance concerning the storage of gasoline under the alleys of the City of Chicago, etc., a copy of which was submitted to this department for consideration and suggestion, I would respectfully state that I referred the matter to our Department Inspector, John C. McDonnell, who has had considerable experience in affairs of

this nature, and whose duty it is to look after matters of this kind, and herewith please find his report to me after giving the subject his careful attention for the past few days. His report meets with my approval.

Yours respectfully,

JAMES HORAN,

Fire Marshal.

CHICAGO, February 26, 1907.

Mr. James Horan, Fire Marshal and Chief of Brigades:

SIR—In reference to an ordinance covering the storage of gasoline buried in alleys, on which I was called before the Judiciary Committee of the City Council on Tuesday last and on which final action was deferred for one week, I would respectfully report that I made a very careful inspection of the automobile garages and the system of storing gasoline in the alleys along Michigan avenue. I have taken the subject up with Professor Smith of the Underwriters' Laboratory, also discussed the matter with several of the chief officers of this department, including yourself, and I am convinced that while there always remains some element of danger in the storage of gasoline and that, measured by the quantity, the system aimed at in this ordinance, with a few suggestions which I shall make, is the best possible measure.

I was much impressed with the condition of the pump and the system in the Ford garage after the fire in that place recently. All remained in perfect order except the burning off of the wooden handpiece on the pump handle.

I only regret that this ordinance is not made to amend Article XXIV, Section 719, of the Municipal Code, because I consider this, even in a much larger quantity, a safer method than storing and handling a great deal less in tanks or barrels within premises. I consider the repair shops attached to public automobile garages, thus or otherwise equipped, in a great measure a menace to public safety, not so much because of the presence of gasoline, but because of the utter disregard of the employes, the management and the proprietors of them to cleanliness or precautionary measures, which fact, beyond a doubt, is responsible for most, if not all, the fires we have in automobile garages.

Referring again to the ordinance under consideration, I would suggest that in Section 3, that at least twelve-gauge steel be required, galvanized or coated with rustproof paint, and that the tanks, if in excess of three hundred gallons' capacity, be reinforced. In Section 5, that all pipes leading to or from said tank shall be galvanized and protected. Insert a clause for the paving with concrete and smooth cement surface the space occupied by the tank and two feet each way in excess thereof, the same to be slightly pitched to the center.

Respectfully submitted,

JOHN C. MCDONNELL,

Asst. Fire Marshal and Dept. Inspector.

CHICAGO BOARD OF UNDERWRITERS,
CHICAGO, February 26, 1907.

Daniel B. Harkin, Esq., Chairman Subcommittee of the Committee on Judiciary, Chicago Common Council, City Hall:

DEAR SIR—We have been handed a copy of the proposed ordinance governing the installation of gasoline storage tanks under the surface of alleys of the City of Chicago, for criticism, with the request that we state our opinion of the ordinance to you and enclose said copy herewith.

We find no objection to the ordinance from our point of view (which is that of safeguarding property) except that we think that at the end of the third line, Section 5, the words "or from" should be inserted after the word "to" at the end of the line, making it read "all pipes leading to or from said tank."

While we think that the one-inch iron vent pipe will be sufficient for a tank located outside of the building, we would recommend a two-inch vent pipe if the tank was installed inside of the building.

We see no necessity for the double screen, nor for the double goose neck, but have no objection to these requirements as made in the ordinance.

We are glad to note that the ordinance prohibits the drainage of tanks into the sewers of the city, thus avoiding much of the hazard of explosion at manholes.

Yours truly,

H. H. GLIDDEN,

Manager.

ALSO,

The same committee, to whom was referred an ordinance requiring elevated railroad companies to keep their stations open, warmed and lighted, submitted a report recommending that the ordinance be referred to the Committee on Local Transportation.

Ald. Dever moved to concur in the report.

The motion prevailed.

SCHOOLS.

The Committee on Schools submitted the following report:

CHICAGO, February 20, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Schools, to whom was referred request of Board of Education to acquire property adjoining Linne School, having had the same under advisement, beg leave to report and recommend that the request be not concurred in.

MICHAEL ZIMMER,

Chairman.

Ald. Zimmer moved to concur in the report of the committee.

The motion prevailed.

ALSO,

The same committee, to whom was referred an ordinance for vacating an alley adjoining the Linne School, submitted a report recommending that the same be placed on file.

Ald. Zimmer moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 27, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance vacating an alley in Block 13, Ogden Estate Subdivision, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the sixteen (16) foot east and west alley lying between Lot Twenty-nine (29) in the Ogden Estate Subdivision of Block Thirteen (13) in the subdivision in Section Nineteen (19), Township Forty (40) North, Range Fourteen (14) East of the Third Principal Meridian (except the Southwest Quarter (S. W. ¼) of the Northeast Quarter (N. E. ¼) thereof and the Southeast Quarter (S. E. ¼) of the Northwest Quarter (N. W. ¼) thereof and the East half (E. ½) of the Southeast Quarter (S. E. ¼ thereof), and Sublots One (1) to Five (5) inclusive, in the subdivision of Lots Twenty-four (24) to Twenty-eight (28) inclusive, in said Ogden Estate Subdivision of said Block Thirteen (13), as shown in red and marked "To be va-

cated" on the plat hereto attached, which for greater certainty is made a part of this ordinance, be and the same are hereby vacated.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance Ralph E. Gray, who may derive pecuniary benefit from such vacation, shall pay to the City of Chicago the sum of Four Hundred One and Nine One Hundredths ($401.09) Dollars, and further, that the said Ralph E. Gray shall file within thirty (30) days in the office of the Recorder of Deeds of Cook County a plat showing such vacation, and in case of failure to pay said compensation as aforesaid or record the plat as aforesaid within thirty (30) days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject, however, to the provisions in Section two (2) herein contained.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 27, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance vacating alley in Subdivision of Block 7, in Subdivision of Section 19-40-14, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the sixteen (16) foot east and west alley lying between the north line of Lots fifty-five (55) and eighty-eight (88), the south line of Lots one (1) to ten (10), inclusive, the north line of Lots twenty-one (21) and fifty-four (54), and the south line of Lots eleven (11) to twenty (20), inclusive, all in the subdivision of Block seven (7), in the subdivision of Section nineteen (19), (except the southwest quarter (S. W. ¼) of the northeast quarter (N. E. ¼), the southeast quarter (S. E. ¼) of the northwest quarter (N. W. ¼), and the east half (E. ½) of the southeast quarter (S. E. ¼) thereof), Township forty (40) North, Range fourteen (14) North of the Third Principal Meridian, as shown marked in red and indicated by the words "To be vacated" on the plat hereto attached, which is hereby made a part of this ordinance, be and the same is hereby vacated and closed.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance the owner or owners of the property herein described, who may derive pecuniary benefit from such vacation, shall pay to the City of Chicago the sum of seven hundred ($700.00) dollars, and further, that said owner or owners shall dedicate to the public and open for public use as alleys two strips of land sixteen (16) feet in width, extending in a northerly and southerly direction and being a part of Lots five (5) and six (6), and also a part of Lots fifteen (15) and sixteen (16), in said Block seven (7), as shown marked in yellow and indicated by the words "To be dedicated" on the aforesaid plat.

SECTION 3. This ordinance shall take effect and be in force, subject to the conditions of Section 2 hereof, provided that within thirty (30) days of the passage of same the owner or owners of the property herein described shall file in the office of the Recorder of Deeds of Cook

County, Illinois, a plat properly executed and acknowledged showing the vacation and dedication herein provided for.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 27, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting Elias Greenebaum switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Elias Greenebaum, his heirs, executors and assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the westerly side of Dominick street from a point about opposite the north line of Lot Twelve (12) and running in a northwesterly direction into and across the northeasterly line of Lot ten (10), all in Sub-block two (2), N. F. Dominick's subdivision of Lots one (1), two (2) and three (3), Block fourteen (14), in Sheffield's Addition to Chicago, in northwest one-quarter (N. W. ¼) of Section 32-40-14, as shown in blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Elias Greenebaum, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of Ten Thousand Dollars ($10,000), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Dominick street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time, in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time and in case of repeal all privileges hereby granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Dominick street as is occupied by said switch track in good condition and repair, to the satisfaction

and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Elias Greenebaum shall pay to the City of Chicago the sum of sixty-seven and 50-100 ($67.50) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his heirs, executors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Elias Greenebaum shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, February 27, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting James S. Kirk & Co. permission to maintain subway or tunnel under North Water street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to James S. Kirk & Co., a corporation, its successors or assigns, to construct, maintain and operate a subway or tunnel in, over and across North Water street east of Pine street, connecting the premises owned by said corporation, for and during the period of ten (10) years from and after the passage

of this ordinance. Said subway or tunnel shall not exceed twelve (12) feet in width nor six (6) feet in height, inside measures, nor be more than ..... feet below the surface of the street, and shall be used solely for the purpose of conveying coal, ashes and cinders to and from the premises of said corporation and for the sole use and benefit of said corporation. The said subway or tunnel shall be constructed under the direction and supervision, and to the entire satisfaction, of the Commissioner of Public Works, and shall be maintained in such manner as not to interfere with the use of said public street for the purposes of a public thoroughfare. If at any time the surface of said public street shall become in any way disturbed by said subway or tunnel, the grantee herein shall restore said street, in, above and about said tunnel to a condition satisfactory to the Commissioner of Public Works.

SECTION 2. No work shall be done in or about the construction of the subway or tunnel until the plans and specifications for the construction of the same shall first have been approved by the Commissioner of Public Works, and a permit shall first have been issued by said Commissioner, authorizing the commencement of said work. All changes in water pipes, gas pipes, sewer pipes or other pipes of any description and conduits necessitated by the construction of said subway or tunnel, shall be at the expense of said James S. Kirk & Co., and shall be made under the direction and to the satisfaction and approval of the Commissioner of Public Works. The privilege is hereby reserved to the City of Chicago to make any or all of these changes with its own employes, if deemed advisable, the expense of such work to be borne by said James S. Kirk & Co. or their assigns.

SECTION 3. The Commissioner of Public Works shall have the right to enter said subway or tunnel at all times, while such subway or tunnel shall be used or maintained by said grantee, for the purpose of ordering any changes, repairs or alterations made in said subway or tunnel which he may deem necessary for public travel, and if at any time hereafter the said grantee shall abandon said subway or tunnel it shall be filled up and the ground underneath said street restored to a good and safe condition, satisfactory to the Commissioner of Public Works of the City of Chicago, the expense of said work to be borne by said James S. Kirk & Co. All changes ordered by said Commissioner, as herein provided, shall be made at the sole expense of the grantee.

SECTION 4. No work shall be done under authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage and expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done or omitted by said grantee, its successors or assigns, under or by authority of the permission herein given, and conditioned further to observe, all and singular, the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 5. The rights and privileges

hereby granted shall terminate at the expiration of ten (10) years from the date of passage of this ordinance, and this ordinance shall at any time be subject to modification, amendment or repeal, and in case of repeal all privileges hereby granted shall thereupon immediately terminate.

SECTION 6. In consideration of the rights and privileges herein granted, said James S. Kirk & Co., its successors and assigns, shall pay as compensation therefor the sum of fifty ($50.00) dollars per year, in advance, for each and every year during which said subway or tunnel shall be used and maintained, payments to be made at the office of the City Comptroller of the City of Chicago, the first payment to be made at the time of the acceptance and filing of the bond herein provided for, and each succeeding payment annually thereafter.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; provided, that said grantee file an acceptance in writing, together with the bond hereinbefore provided for, within sixty (60) days of the passage of this ordinance.

JOHN H. SULLIVAN,
Chairman.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, February 20, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred order J. & G. Palandech, ventilating stack, having had the same under advisement, beg leave to report and recommend that the order do pass:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to J. & G. Palandech to construct a ventilating stack from the top of the window facing the alley in the rear of No. 82 Dearborn street.

ERNEST BIHL,
Chairman.

BUILDING DEPARTMENT.

The Committee on Building Department, to whom was referred an ordinance amending Sections 730 and 731 of the Revised Code of 1905 concerning shut-off devices on electric wires and gas pipes entering buildings, submitted a report recommending that the same be placed on file.

Ald. Riley moved to concur in the report.

The motion prevailed.

HEALTH DEPARTMENT.

The Committee on Health Department, to whom was referred a petition in favor of the Chicago Union Hospital for the erection of a building at 1492 Wellington street, submitted a report recommending the passage of an accompanying ordinance amending Sections 279 and 691 of the Revised Code of 1905.

By unanimous consent, on motion of Ald. Hoffman, the report was concurred in, and the ordinance was passed by yeas and nays, as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Con-

nell, Roberts, Fisher, Bihl, Kohout, Nolan, Race, Hunter—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Sections 279 and 691 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 279 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"279. (Hospitals—Location of Near School Houses). No hospital of any kind or description hereafter erected or established shall be erected or established on any lot or parcel of ground any part of which is located within four hundred feet by the nearest traveled route of any property used for school purposes."

SECTION 2. That Section 691 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"691. Hospitals—Location of Near School Houses.) No hospital of any kind or description hereafter erected or established shall be erected or established on any lot or parcel of ground any part of which is located withiu four hundred feet by the nearest traveled route of any property used for school purposes."

SECTION 3. This ordinance shall take effect and be in force from and after its passage and due publication.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Kenna presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Patrick Farrell, No. 457 State street, to erect a barber pole at the edge of sidewalk in front of said premises, said barber pole to be constructed and erected in accordance with all rules and regulations of the Department of Public Works, and to the satisfaction of the Commissioner of Public Works. The permission hereby granted to be revocable by the Mayor at any time at his discretion.

Ald. Coughlin presented an ordinance concerning license fees, which was

Referred to the Committee on License.

Ald. Coughlin presented an ordinance in favor of the Orchestral Association for a canopy over sidewalk, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented an ordinance vacating a certain ten foot strip of ground in Canal Trustees' Subdivision of Lot 5 in Block 41, in the Original Town of Chicago, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented an ordinance in favor of the Saratoga Hotel and Restaurant Company for a four-story bridge and for two tunnels under alley east of Dearborn street, between Madison and Monroe streets, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Coughlin presented the claim of Jacob Menzberg, which was

Referred to the Committee on Finance.

Ald. Coughlin presented an order for paving alley between Washington and Randolph streets, from La Salle street to Fifth avenue, which was

Referred to the Board of Local Improvements.

SECOND WARD.

Ald. Harding presented the claim of N. Gould & Son, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt 32d street, from State street to the Lake Shore and Michigan Southern Railway.

By unanimous consent, on motion of Ald. Harding, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

THIRD WARD.

Ald. Foreman presented the claim of Erie and Western Transportation Company, which was

Referred to the Committee on Finance.

FOURTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of 26th street, from Wentworth avenue to South Halsted street.

By unanimous consent, on motion of Ald. Dailey, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

FIFTH WARD.

Ald. McCormick presented the following opinion from the County Attorney, which was ordered published and referred to the Committee on City Hall and Public Buildings:

OFFICE OF COUNTY ATTORNEY,
February 9, 1907.

Hon. James J. McCormick, Chairman of the Committee on City Hall and Public Buildings, Chicago:

DEAR SIR—Your communication of January 29 to Hon. Edward J. Brundage, President of the Board of Commissioners of Cook County, has been referred to us with a request that we comply with the desire of the Common Council of the City of Chicago for an opinion from this office as to the legal rights still remaining in and possessed by the County of Cook with reference to the west half of Block 39, Original Town of Chicago, whereon is situated the City Hall; also as to whether the Board of Commissioners of Cook County is vested with legal power to guarantee title to said property, and in compliance with said requests we submit:

The title to said Block 39 was given to

the State of Illinois by Act of Congress, March 2d, 1827, to aid in the construction of the Illinois and Michigan Canal.

By Act of the Legislature February 15, 1831, the Canal Commissioners were authorized to give not exceeding ten acres of land in any municipality, to aid in the erection of public buildings and in conformity to said act the Canal Commissioners on November 10, 1831, executed a deed of donation, and the Governor issued a patent, to the County Commissioners of Cook County to Block 39 for erection of public buildings.

The Act of June 15, 1831, creating Cook County provided that public buildings at Chicago should be erected on the public square. The City of Chicago was incorporated in 1837. The legislature by Act of February 4, 1851, forbids the County of Cook or Common Council of the City of Chicago to encumber, sell or mortgage said Block 39 or any part thereof. The City of Chicago and the County from the date of the incorporation of the City have continuously occupied said Block 39, though no formal contract was entered into between the parties until August 28, 1872, after the fire of '71 had destroyed the building on said property. The contract is in conformity to resolutions adopted by the Board of Commissioners of Cook County and the City Council on August 5, 1872. We quote certain sections of said contract concerning the relations between City and County.

"WHEREAS, The County of Cook is the owner of Block 39 in original town of Chicago, commonly known as the Courthouse square, * * * subject to certain rights of the city of Chicago in the West ½ of said block, and it is the desire that all former arrangements between the said City and said County in reference to same shall be merged into a new agreement.

WHEREAS, It is for the convenience of the public and of all persons who desire to transact business with public officers, that the courts and all officers connected with the administration of the affairs of the County of Cook and the City of Chicago should be located at some one convenient point, and readily accessible to each other, therefore," "etc."

SECTION 6. "And it is hereby covenanted and agreed by and on the part of the said party of the first part that the said City of Chicago shall have the control and occupancy of the said west half of said block for the said City Hall and public offices incidental to the government of said city without hindrance, henceforth and forever. Provided, that whenever the City of Chicago shall cease to use the same for the purposes aforesaid, or shall rent the same or any portion thereof for any other purposes than herein specified, then the said County shall have the right to resume possession thereof, and in such case the city shall forfeit all its rights therein, and this contract shall be null and void," etc.

This contract was properly executed by the County and City, and is the last contract between the County and City respecting title to said premises.

The Supreme Court of this state in the case of the County of Cook vs. The City of Chicago, 167 Ill. 109, opinion filed May 11, 1897, has passed upon the rights of the City and County in and to the said West ½ of said Block 39.

In view of the above stated facts, we are of the opinion that the City of Chicago has a perpetual right in and to the West ½ of Block 39, Original Town of Chicago, subject only to a reversionary interest in the County in case said city should vacate said premises or should cease to use the same for a City Hall and offices incidental to the city government.

We are further of the opinion that

the County of Cook cannot guarantee to the City any greater title to said premises than said City now possesses; that the Act of 1871 repealed the limitations as contained in the Act of 1851 to the extent only of allowing the City of Chicago the right to erect a City Hall on the West ½ of said block, and that in all other respects the Act of 1851 is still in force, and the County as well as the City of Chicago are subject to its inhibitions.

Respectfully submitted,

HARRY A. LEWIS,
County Attorney.

WILLIAM F. STRUCKMANN,
Assistant County Attorney.

HERBERT S. DUNCOMBE,
Of Counsel.

Ald. McCormick presented the claims of Charles Lacy and Henry Keiser, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with granite blocks South Morgan street from 31st street to 278 feet south of 38th place.

By unanimous consent, on motion of Ald, Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with granite blocks 35th street from a line parallel with and 244 feet west of South Centre avenue to Parnell avenue.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, filling and paving with slag macadam 34th place from South Robey street to South Wood street.

By unanimous consent, on motion of Ald. Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan,

Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with slag macadam 34th street, from South Ashland avenue to South Wood street.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in South Robey street from 37th street to 38th street.

By unanimous consent, on motion of Ald. Martin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

SIXTH WARD.

Ald. Young presented the following order, which was, on motion duly passed:

WHEREAS, The City of Chicago is constructing a new Sewer System on Cottage Grove avenue, thereby causing that portion of said street between 46th and 47th streets to be torn up and excavations made therein, and

WHEREAS, Harry Salvat doing business as the Fashion Automobile Station, the owner of a garage at numbers 4612 to 4616 Cottage Grove avenue, is unable to carry on his business of keeping, storing, charging, calling for and delivering automobiles, on account of the condition of said street, there being no outlet from said garage to the alley west of said premises, and

WHEREAS, Said Harry Salvat and his patrons now have no means of ingress or egress to and from said garage except by running automobiles on the sidewalk in front of said premises and north thereon to 46th street;

It is ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to said Harry Salvat, doing business as the Fashion Automobile Station, allowing him, his agents, employes and patrons the privilege of driving automobiles no faster than a walk, to and from said garage on the sidewalk in front of said premises and north thereon to 46th street until such time as that portion of Cottage Grove avenue

between 46th and 47th streets shall be available for traffic and the use of automobiles and other vehicles.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt 44th place, from Vincennes avenue to St. Lawrence avenue.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for grading and macadamizing the present roadway of Prairie avenue from 39th street to 47th street.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

SEVENTH WARD.

Ald. Bennett presented the following ordinance:

AN ORDINANCE.

Amending an ordinance in regard to city deposits, passed on November 26, 1906, and appearing on pages 2111 and 2112 of Council Proceedings of that date.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2 of an ordinance in regard to city deposits, passed by the City Council of the City of Chicago on November 26, 1906, and appearing on pages 2111 and 2112 of the Council Proceedings of said date, be and the same is hereby amended so as to read as follows:

SECTION 2. No moneys shall be deposited with any bank or such award be effective until such depositary shall have delivered to the Comptroller a bond running to the City of Chicago in an amount equal to the amount which such bank or depositary shall be designated as being entitled to receive upon its bid and with such sureties as the City Council shall approve, conditioned in like manner as other official bonds given by public officials, charged with the custody of money.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick,

Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

Ald. Bennett presented the following order:

Ordered, That the Comptroller of the City of Chicago is hereby authorized by the City Council of the City of Chicago to expend on account of The Municipal Court of Chicago, out of the city treasury of the said city, the sum of $333.33 for the month of February, 1907, and the further sum of $48.38, the 25 per cent withheld from January payment, being for services not specifically mentioned in the Municipal Court Act, in accordance with Section 7 thereof, and to pay same to Walter V. Hayt. This action is taken at the request of the Municipal Court.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

Ald. Bennett presenting the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to the Illinois Central Railroad Company to build a switch track in Railroad avenue, across private property, and in 73d street between Railroad avenue and Coles avenue and across Coles avenue immediately north of 73d street; said track to be used in connection with the construction of Section 3 of the Southwest Land Tunnel and to be removed upon the completion of said tunnel. In accordance with blue print attached.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

Ald. Bennett presented the claims of Benj. B. Melton and Northern Trust Co., which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt 54th street from Woodlawn avenue to Lake avenue.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for grading and paving with asphalt 53d street from Cottage Grove avenue to Drexel avenue.

By unanimous consent, on motion of Ald. Snow, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for six-inch drains in 55th street between Cottage Grove avenue and Lake avenue.

By unanmious consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented an ordinance for a prohibition district bounded by Jackson Park avenue, the right of way of the Pittsburg, Ft. Wayne & Chicago Railroad, Marquette avenue and 94th street, which was

Referred to the Committee on License.

Ald. Moynihan presented the following orders, which were, on motion, duly passed

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Avenue G between 108th and 109th streets; provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in Coles avenue from 72d to 73d streets; provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Moynihan presented the claim of Peter Finn and order for appropria-

tion for ferry across river at 100th street, which were

Referred to the Committee on Finance.

Ald. Moynihan presented an order for a tile pipe sewer in Avenue G from 106th street to 109th street, and an order for paving 130th street from Torrence avenue to Carondolet avenue, which were

Referred to the Board of Local Improvements.

Ald. Moynihan presented an order to establish sidewalk grade on 91st street from Commercial avenue to Houston avenue, and on Commercial avenue from 91st street to 92d street, which was

Referred to the Board of Local Improvements.

Ald. Derpa presented orders for sewers in Marquette and Sherman avenues from 83d street to 87th street, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with slag macadam 98th street from Avenue N to the Chicago, Lake Shore and Eastern Railway.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a system of tile pipe sewers as follows: In Exchange avenue from 81st street to 83d street, etc.

By unanimous consent, on motion of Ald. Derpa, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sidewalk on the north side of 96th street, from 124 feet east of Kreiter avenue to 124 feet west of avenue N, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on the north side of 96th street, from 124 feet east of Kreiter avenue to 124 feet west of Avenue N," passed June 18, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed January 24, 1907, Warrant No. 34749, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented an ordinance vacating all alleys in Barrett's Subdivision of the east half of Block 14 of Assessors' Division, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Fick presented an ordinance vacating that part of Wharf street (sometimes called Grab street) lying between Lumber street and the South Branch of the Chicago River, which was

Referred to the Committee on Streets and Alleys, West Division.

TENTH WARD.

Ald. Scully presented the following orders, which were, on motion, duly passed:

Ordered, That the Public Bath now being erected in the 10th Ward at numbers 658 and 660 South Throop street be named and known as Pilsen Bath.

Ordered, That the Corporation Counsel be and he is hereby directed to take the necessary steps to enjoin the Chicago, Burlington & Quincy R. R. Co. from closing South Throop street across the right of way of said company in accordance with the opinion of the Corporation Counsel dated December 14, 1906.

Ald. Scully presented the claim of Mercy Hospital and claims of sundry persons for damages to property, which were

Referred to the Committee on Finance.

ELEVENTH WARD.

Ald. Cullerton presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the American Rolling Mill Corporation, its successors and assigns, to construct and maintain one (1) railroad platform scale and necessary operating appurtenances in the east side of Robey street at a point about nine hundred and fifty (950) feet north of the north dock line of the Chicago River. The location of said platform scale and the work of construction necessary in and about the placing of same shall be done under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. That the permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto, at the discretion of the Mayor.

SECTION 3. During the life of this ordinance, the said grantee at all times shall keep said scale and the portion of the street immediately surrounding the same in good condition and repair and safe for public travel, to the satisfaction of the Commissioner of Public Works of said City of Chicago.

SECTION 4. At the expiration of the

term herein granted, the said grantee, its successors and assigns, shall forthwith remove said scale and its appurtenances, and restore the street to its proper condition, to the satisfaction of the Commissioner of Public Works; so that the portion of said street occupied by said scale shall be put into the same condition as the other parts of said street in the same block.

SECTION 5. No work shall be done under the authority of this ordinance unless a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue unless the grantee herein shall execute to the City of Chicago a good and sufficient bond in the sum of Ten Thousand Dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense whatsoever, which it may be put to, or which may accrue against it, or be charged to or recovered from said City, from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein given. And conditioned further to observe and perform all the conditions and provisions of this ordinance. The said bond and liability of the sureties thereunder shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance this bond shall not be in full force, then the privileges and authority granted shall thereupon cease.

SECTION 6. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of Twenty-five ($25.00) Dollars per annum during the life of this ordinance; the first payment shall be made as of the time of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void, if said grantee or its assigns shall fail promptly to pay any installment of said compensation.

SECTION 7. This ordinance shall be in force and effect from and after its passage, and upon the filing of an acceptance in writing of this ordinance by the said grantee, and upon the filing of the bond hereinabove in Section 5 provided for.

Which was, by unanimous consent, on motion of Ald. Cullerton, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

Ald. Cullerton presented the following order, which was, on motion, duly passed:

WHEREAS, A recent report from the Sewer Department conclusively shows that the appropriation for cleaning the sewers of the city to be inadequate; therefore be it

Ordered, That the Finance Committee in the consideration of the annual appropriation bill insert a suitable item to properly cleanse the sewers of the city.

Ald. Cullerton presented the following orders, which were, on motion, duly passed:

Ordered, That the Board of Local Im-

provements be and are hereby instructed to cause 18th street between Wood street and Western avenue to be improved at the earliest practical moment.

Ordered, That the order relating to staying the collection of street improvement, warrants affecting 18th street, 21st street and other streets, passed January 28, 1907, published on page 2819, together with the veto of His Honor, the Mayor on the subject, published on page 2844, be referred to the Committee on Streets and Alleys West, to the end that the property owners and the public may receive immediate relief by the improvement of such streets as are equally so affected.

Ald. Hoffman presented the following orders, which were, on motion, duly passed:

Ordered, That the Corporation Counsel be and he is hereby directed to investigate the manner in which the Chicago Union Lime Co. are using dynamite and other explosives in their quarries at Lincoln and 18th streets and adjoining same, the same being a public nuisance.

Ordered, That the City Electrician be and he is hereby directed to place the necessary number of electric arc lights on South Ashland avenue between 15th street and 16th street so that the said street may be safe for public travel.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Stephen E. Sass to erect a small sign on post at the edge of sidewalk in front of 749 West 18th street. Said sign to be erected and maintained in accordance with the rules and regulations of the Department of Public Works, and said permit to be subject to revocation by the Mayor at any time at his discretion.

THIRTEENTH WARD.

Ald. Riley presented a petition for a prohibition district bounded by Monroe street, Spaulding avenue, Madison street, Kedzie avenue, Washington street and Albany avenue, which was

Referred to the Committee on License.

Ald. Riley presented the following order, which was, on motion, duly passed:

Ordered, That the Board of Local Improvements be and they are hereby ordered to submit a report of all paved streets in the Thirteenth Ward under reserve, also the date of expiration, and the names of contractors who did the work.

Ald. Riley presented the claims of Mary Sheridan and Tony Martin, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with brick the alley from South Kedzie avenue to South Spaulding avenue and between West Madison street and West Monroe street.

By unanimous consent, on motion of Ald. Riley, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

FOURTEENTH WARD.

Ald. Maypole presented the claim of Otto Zobel, which was

Referred to the Committee on Finance.

FIFTEENTH WARD.

Ald. Smith presented the claim of W. J. Lukens, which was

Referred to the Committee on Finance.

Ald. Beilfuss presented a communication and ordinance for placing the "Chicago Avenue Park," Lincoln Park boulevard and Chicago avenue, under the control of the Lincoln Park Commissioners, which was

Referred to the Committee on Judiciary.

Ald. Beilfuss presented the claim of J. Kirschofer, which was

Referred to the Committee on Finance.

SIXTEENTH WARD.

Ald. Schermann presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to place one electric arc light on the southeast corner of North Paulina and Julian streets.

Ordered, That the City Electrician be and he is hereby directed to place electric arc lights, on iron poles, on Dickson street from West Division street to West Wabansia avenue.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Fred Ness for the erection of a barber pole on North Paulina street, northeast corner of Milwaukee avenue.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt Julian street from North Ashland avenue to North Wood street.

By unanimous consent, on motion of Ald. Schermann, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

EIGHTEENTH WARD.

Ald. Conlon presented an ordinance in favor of the National Couch Company for a galvanized tin pipe across alley, which was

Referred to the Committee on Compensation.

Ald. Conlon presented the claim of G. F. Orr, which was

Referred to the Committee on Finance.

NINETEENTH WARD.

Ald. Powers presented the claim of A. Byrne, which was

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

Ald. Foell presented the following ordinance:

AN ORDINANCE

Authorizing Passavant Memorial Hospi-

tal to construct a canopy in front of the building at 192 East Superior street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the Passavant Memorial Hospital (a corporation), its successors and assigns, to construct, maintain and use a canopy over the sidewalk extending from the building situated at 192 East Superior street. Said canopy shall be constructed of incombustible material, and the lowest portion of same shall not be less than twelve (12) feet above the surface of the sidewalk over which it projects; and said canopy shall not extend more than nineteen (19) feet beyond the face of the wall of said building, and shall not exceed thirteen (13) feet in width. The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works, and to his satisfaction and approval, and the same shall be in accordance with plans and specifications which shall first be approved by the said Commissioner of Public Works and the Fire Marshal of the City of Chicago; and a copy of the said plans and specifications shall be filed in the office of said Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time or otherwise said grantee shall remove said canopy without cost or expense of any kind whatsoever to the City of Chicago, and in case of the failure, neglect or refusal on the part of said grantee, its successors or assigns, to remove said canopy, when directed so to do, the City of Chicago may proceed to remove same and charge the expense of such removal to the said grantee, its successors or assigns.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of Ten Thousand ($10,000) Dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save, and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said City from or by reason of the passage of this ordinance, or from or by reason of any charge or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance the said grantee, its successors and assigns, shall at all times maintain the said canopy and the sidewalk underneath same in a condition satisfactory to the Commissioner of Public Works. It is expressly agreed that the maintenance of the canopy herein authorized shall be subject to all existing ordinances of the City of Chicago now in force or any which may hereafter be in force relating to the use or maintenance of structures over the public streets and sidewalks of said city.

SECTION 5. In consideration of the privileges herein granted the grantee herein, its successors or assigns, shall pay to the City of Chicago the sum of Twenty-five ($25.00) Dollars per annum in advance each and every year during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its successors or assigns shall fail to promptly pay any installment of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval; provided that said grantee shall file its written acceptance of the same and the bond hereinabove provided for within thirty days after the passage of this ordinance.

Which was, by unanimous consent, on motion of Ald. Foell, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

Ald. Foell presented a petition for the extension of the Indiana street-car line eastward to Lake Michigan, which was

Referred to the Committee on Local Transportation.

Ald. Foell presented an ordinance in favor of E. M. Hartung for a sidewalk opening, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Foell presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to the North Central Improvement Association (incorporated), authorizing the use of city water from fire plugs, without cost, from April 1, 1907, to November 15, 1907, in consideration of cleaning the streets included in the following boundaries, to-wit: On the north by Burton place, on the south by Chicago River, and on the west by North State street from the river to Chicago avenue, and by alley west of Dearborn avenue, from Chicago avenue to Burton place, and including Walton place and Elm street west to North Clark street, and Astor street from Burton place to North avenue. Said permit to contain a condition that if said North Central Improvement Association shall fail to clean said streets to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than flushing and sprinkling the streets, it shall pay to the City the full rate for all water used from the date of the issuance said permit. And if said North Central Improvement Association shall fail to comply with the condition of said permit, the Mayor may revoke the same, and no other permit shall be issued to said North Central Improvement Association until the charges have been paid.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with brick the alley from Division street to Elm street and between North Clark street and Dearborn avenue.

By unanimous consent, on motion of

Ald. Reese, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

TWENTY-SECOND WARD.

Ald. Sullivan presented an ordinance in favor of the United States Brewing Company for a railroad switch track in Hawthorne avenue, which was

Referred to the Committee on Streets and Alleys, North Division.

Ald. Dougherty presented an ordinance in favor of the American Malting Company for a railroad switch track across Bliss street, between Cherry and Hickory avenues, and an ordinance in favor of Charles Emmerich & Co. for a railroad switch track across the alley between Huron and Erie streets and running west from Kingsbury street to the tracks of the Chicago, Milwaukee & St. Paul Railway Company, which were

Referred to the Committee on Streets and Alleys, North Division.

Ald. Dougherty presented the following resolutions:

WHEREAS, The City Council of the City of Chicago has learned with deep sorrow and regret of the death of John A. Larson, who faithfully served the people of the City of Chicago as Alderman of the old Twenty-third Ward from 1892 to 1896, and who was always identified in public and business life with all movements that made for the upbuilding and general good of Chicago; therefore, be it

Resolved, That in the death of John A. Larson the City of Chicago has lost a valuable citizen, one who, as a public official, served the people faithfully and well and who as a business man, as husband and father, lived the life of a true man. And that we hereby tender our sincere and heartfelt sympathy to his bereaved family; and, be it further

Resolved, That in recognition of his faithful public service and honorable career these resolutions be spread upon the records of the City Council and a copy thereof, duly engrossed, be presented to his bereaved family.

Which were, on motion of Ald. Dougherty, duly adopted by a rising vote.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of Clybourn avenue from North avenue to Division street.

By unanimous consent, on motion of Ald. Sullivan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Hobbie street from Crosby street to Sedgwick street.

By unanimous consent, on motion of Ald. Dougherty, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Milton avenue from Division street to Chicago avenue.

By unanimous consent, on motion of Ald. Sullivan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

TWENTY-THIRD WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Eugenie court from Menomonee street to Eugenie street.

By unanimous consent, on motion of Ald. Werno, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

TWENTY-FOURTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with granite blocks Southport avenue from Fullerton avenue to Clybourn place.

By unanimous consent, on motion of Ald. Hahne, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick,

Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

TWENTY-FIFTH WARD.

Ald. Williston presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the name of the street heretofore known as Olive street, between Southport avenue on the west to Wayne avenue (and its intersection with Ridge avenue) on the east, be and is changed to and shall hereafter be known as Hollywood avenue.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, by unanimous consent, on motion of Ald. Williston, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps presented the claim of Emma Kretschmer, which was

Referred to the Committee on Finance.

Ald. Reinberg presented an order for a 6-foot cement sidewalk on Robey street from Devon avenue to Ridge avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt Edgewater avenue from North Ashland avenue to North Hermitage avenue.

By unanimous consent, on motion of Ald. Lipps, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Su'livan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, filling and paving with asphalt North Irving avenue from Montrose avenue to Cullom avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert,

Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for water supply pipes in Foster avenue from North Claremont avenue to 116 feet east of North Western avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for water supply pipes in Foster avenue, from North Claremont avenue to 116 feet east of North Western avenue," passed February 11, 1907, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented the following order, which was, on motion duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Adam Jusky to erect barber pole at northeast corner of Francisco street and Belmont avenue.

Said barber pole shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

Ald. Siewert presented orders for sewers in Humboldt avenue from Monticello avenue to Central Park avenue, and in Harding avenue from Armitage avenue to Bloomingdale road, and an order for opening Belden avenue from North 54th avenue to North 56th avenue, which were

Referred to the Board of Local Improvements.

Ald. Blase presented the following, order, which was, on motion, duly passed:

Ordered, That the present order for a feeder main in North 48th avenue from West Montrose avenue to West Irving Park boulevard be repealed.

Ald. Blase presented order for appropriation for feeder main in North 48th avenue and claim of A. L. Van Heule, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt North 41st avenue

from West North avenue to Armitage avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with asphalt Wabansia avenue from North Avers avenue to the Chicago, Milwaukee and St. Paul Railway.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a system of brick and tile pipe sewers in North 56th avenue from West Irving Park boulevard to West Grace street, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a system of sewers as follows: In North 48th avenue from West Montrose avenue to West Berteau avenue, etc.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling,

Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in West Leland avenue from North 56th avenue to 233 feet west of North 57th avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cinder sidewalk on both sides of West Irving Park boulevard from North Kedzie avenue to Elston avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Ordinance entitled "An ordinance for a six-foot cinder sidewalk on both sides of West Irving Park boulevard from North Kedzie avenue to Elston avenue," passed October 28, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 27268 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Larson presented an ordinance concerning news-stands on street corners, which was

Referred to the Committee on Judiciary.

TWENTY-NINTH WARD.

Ald. Wendling presented an order for a twelve room addition and assembly hall for the Robert Fulton school, which was

Referred to the Committee on Schools.

Ald. Wendling presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect a patrol box at the corner of alley north of 55th street and Wood street.

The Board of Local Improvements

submitted a recommendation, estimate and ordinance for curbing, grading and paving with Portland cement concrete Gross avenue from South Ashland avenue to 30 feet east of the west line of Loomis street.

By unanimous consent, on motion by Ald. Wendling, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West 51st street from South Robey street to South Ashland avenue, etc.

By unanimous consent, on motion of Ald. Golombiewski, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

THIRTIETH WARD.

Ald. Burns presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install electric arc lights on the following streets: Armour avenue from 39th street to Root street and from 43d street to 55th street; Dearborn street from 39th street to Root street and from 43d street to 55th street; Fifth avenue from 43d street to 55th street; Shields avenue from 43d street to 55th street; Butler street from 39th street to 47th street; Emerald avenue from 39th street to 47th street and from 51st street to 55th street.

Ald. Burns presented the claim of Dr. Hugo Betz, which was

Referred to the Committee on Finance.

Ald. Bradley presented the claims of Margaret A. McIntyre and E. G. Richter, which were

Referred to the Committee on Finance.

THIRTY-FIRST WARD.

Ald. O'Connell presented an order in favor of James Cahill for reconstructing building at the northwest corner of 59th and Halsted streets, which was

Referred to the Committee on Building Department.

Ald. O'Connell presented the claim of A. R. Beck Lumber Co., which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as fol-

lows, to-wit: On both sides of West 56th street from Stewart avenue to Wallace street, etc.

By unannmous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to install and maintain a police patrol box at the corner of West 85th and South Morgan streets.

Ordered, That the City Electrician be and he is hereby directed to install and maintain gasoline street lamps at the following locations: Northwest corner of West 100th place and South Center avenue; southwest corner of West 100th street and South May street; southwest corner of West 100th street and South Aberdeen street; northwest corner of West 101st street and South Aberdeen street, and southwest corner of West 102d street and South Aberdeen street.

Ald. Fisher presented orders for water service pipes and sewers in West 105th place from Vincennes road to Church street, and in South May street from West 100th street to West 103d street, which were

Referred to the Board of Local Improvements.

Ald. Badenoch presented an order and petition for opening Malta street from 103d avenue to Vincennes road, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with limestone the west one-half of the roadway of Loomis street from West 65th street to West 67th street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and macadamizing the south one-half of the roadway of West 74th street from the Chicago, Rock Island and Pacific Railway to Parnell avenue.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and macadamizing the north one-half of the roadway of West 72d street from Stewart avenue to the first alley west of Parnell avenue.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, filling and paving with limestone the south one-half of the roadway of West 67th street from South Centre avenue to Loomis street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West 87th street from South Centre avenue to Vincennes road, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordi-

nance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 87th street from Stewart avenue to the Chicago, Rock Island and Pacific Railroad, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 99th street from Lowe avenue to Union avenue, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Bihl presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water main laid in 108th place from State to Wentworth avenue, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Bihl presented an order and petition for paving 119th street from Wentworth avenue to Halsted street, an order for paving 100th street from State street to Michigan avenue, an order for paving 99th place from State street to Michigan avenue, and an order for a six-foot cement sidewalk on 99th place from Michigan avenue to State street, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West 103d street from Wallace street to South Halsted street, etc.

By unanimous consent, on motion of Ald. Bihl, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz,

Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cinder sidewalk on both sides of Butler street, from West 123d street to West 124th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on both sides of Butler street, from West 123d street to West 124th street," passed November 27, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed May 10, 1906, Warrant No. 34104, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of Michigan avenue from 95th street to 99th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance for the improvement of Michigan avenue from 95th street to 99th street" passed September 24, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31547 of the County Court of said County, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the name of Wilcox

avenue be and the same is hereby changed to Adams street from 52d avenue to Central avenue; also that the name of the street now known as Adams street between 52d avenue and Central avenue be and the same is hereby changed to Quincy street.

SECTION 2. This ordinance shall be in force and effect from and after its passage and approval.

Which was, by unanimous consent, on motion of Ald. Race, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

Ald. Race presented an order for appropriation for public lavatories, which was

Referred to the Committee on Finance.

Ald. Race presented an order for a sewer in Lexington street, from Walnut street to Central avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West North avenue from North Central Park avenue to the Chicago, Milwaukee and St. Paul Railroad, etc.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West North avenue from North Ridgeway avenue to North Hamlin avenue, etc.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claims of F. J. Rider and Estate of James McClamroch for refunds of 90 per cent of special assessments, deferred and published February 18, 1907, page 3295.

Ald. Bennett moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby authorized to issue vouchers in favor of the following named persons in the amounts set opposite their names, same being refunds due under the special assessment warrants for laying water pipes enumerated, in accordance with the reports of the Board of Local Improvements attached. These said refunds are ordered issued upon County Clerk's certificate of payment and duplicate special assessment receipts, and the Comptroller is ordered to pay the same from the Water Fund, upon identification and proper power of attorney from claimant.

Warrant 20630—F. J. Rider.....$ 19.41
Warrant 24951—Jas. McClamroch 169.48

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance in the matter of accepting the sum of $234,110.39 from the City Treasurer in full settlement of all claims for interest, deferred and published February 18, 1907, page 3296.

Ald. Bennett moved to amend the order recommended by the committee by adding after the word "settlement" in the last line of the left hand column, page 3296, the words, "of interest account during the term of his office."

The motion prevailed.

Ald. Bennett moved to pass the order as amended.

The motion prevailed and the order as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

WHEREAS, It is desirable in view of the change in statute governing the office of City Treasurer to make a settlement with the present City Treasurer so that

the changes under the statute may be put in operation at once, and

WHEREAS, The present City Treasurer proposes to turn over to the City of Chicago on March 1, 1907, all of the moneys belonging to the city, together with other city property of every name and nature in his possession and which is chargeable to him as City Treasurer, and make a settlement of his accounts up to said March 1st, and to place said moneys in such depositaries as shall be specified by this Council, and in adjustment of his accounts and compensation offers to turn over to the City of Chicago the sum of $234,110.39 as the balance of interest belonging to the city, and

WHEREAS, The Committee on Finance have recommended that the said sum of $234,110.39 be accepted in full settlement of all claims for interest, and the said Blocki agrees to render his services to the end of his term without further compensation. It is, therefore,

Ordered, That the said Frederick W. Blocki, City Treasurer, be and he is ordered to place to the credit of the proper funds the said sum of $234,110.39, and that the same be and it is hereby accepted as a full settlement of interest account during the term of his office by the City of Chicago.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works in regard to payment for improvements at the foot of Chase avenue, deferred and published February 18, 1907, page 3296.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to make settlement in full with the Chase Avenue Improvement Association for work done for the improvement of the foot of Chase avenue, provided the said Improvement Association shall file a bond in the sum of two hundred ($200.00) dollars, satisfactory to the Commissioner of Public Works, covering that portion of the work which it is impossible to inspect at this time, on account of the frost, snow and ice, caused by spray from the lake, the conditions of said bond to provide for any work on said Chase avenue which may appear necessary, and to be forfeited to the city provided such necessary work is not completed by May 30th, 1907.

This action is taken in accordance with the recommendation of the Engineer of the Bureau of Streets attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works concerning the payment of extras on contract with W. G. Carter, deferred and published February 18, 1907, page 3297.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett,

Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow extras in the amount of three hundred thirty-two ($332.00) dollars, on the contract with W. G. Carter for the building of warehouse at Twenty-second street and Ashland avenue in accordance with his recommendation of February 15th, 1907, attached hereto, and the Comptroller is ordered to pay the same.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works concerning the payment of reserves on contracts, deferred and published February 18, 1907, page 3297.

Ald. Bennett moved to concur in the report and pass the orders therewith.

The motion prevailed, and the orders were passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race, Hunter—61.

Nays—Brennan—1.

The following are the orders as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of the Great Lakes Dredging and Dock Company covering the amount of five per cent reserve held by the city under the contract with them for the construction of the foundation, pump wells, etc., for the Thirty-ninth Street Pumping Station, and the Comptroller is ordered to pay the same from the reserve held by the city under said contract.

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher in favor of the Great Lakes Dredging and Dock Company to cover the amount of five per cent held by the city under contract with them for the construction of breakwater and protection pier in Lake Michigan at the foot of Thirty-ninth street, and the Comptroller is ordered to pay the said voucher from the reserve held by the city under said contract.

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue voucher in favor of the Edgewater Coal Company in the sum of thirty-four hundred and five and thirty-three one-hundredths ($3,405.33) dollars, being the amount of 15 per cent reserve held by the city under contract for coal expiring December 31st, 1906, said contract having been extended for a period of ninety (90) days, and the Comptroller is ordered to pay the same from the amount held by the city under said contract.

This action is taken in accordance with the several recommendations of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on a communication from the

Commissioner of Public Works concerning the payment of reserves on contract for oak lumber for Bureau of Sewers, deferred and published February 18, 1907, page 3297.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to issue a voucher to Harvey S. Hayden in the amount of six hundred eighty-nine and sixty-nine one-hundredths ($689.69) dollars, being the 15 per cent reserve on contract for furnishing oak lumber to the Bureau of Sewers to December 31st, 1906, which contract has been extended for a further period of ninety days from that date, and the Comptroller is ordered to pay such voucher from the funds held by the city as such reserve.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works concerning the construction of a water tunnel under the Chicago River at Diversey boulevard, deferred and published February 18, 1907, page 3298.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into an agreement with the Jackson and Corbett Company for the building of the tunnel under the North Branch of the Chicago River at Diversey boulevard through earth above rock at the price of nineteen ($19.00) dollars per foot instead of in rock at the price of twenty-two ($22.00) dollars per lineal foot, as provided in the contract for the building of said tunnel.

This action is taken in accordance with the recommendation of the Commissioner of Public Works, dated February 11th, 1907, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Commissioner of Public Works concerning the return of check to W. A. Pope, unsuccessful bidder for work at Springfield Avenue Pumping station, deferred and published February 18, 1907, page 3299.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to return to William A. Pope his check for two thousand ($2,000.00) dollars, which was deposited with bid for work at the Springfield Avenue Pumping Station, boilers, etc., in accordance with his recommendation of February 7th, 1907, attached hereto, the work having been awarded to other bidders.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on a communication from the Fire Marshal concerning the appropriation for fire engines, deferred and published February 18, 1907, page 3299.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the City Comptroller be and he is hereby authorized to pay vouchers, when properly approved by the Fire Department, for new fire engines, purchased under appropriations for fire engines in the year 1906, where said vouchers exceed the appropriations for specific engines, and in this connection to construe the appropriations for twelve (12) fire engines in the aggregate, and not as specific appropriations.

This action is taken in accordance with the recommendation of the Fire Marshal, dated February 15th, 1907, and attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of J. O. Bailey for filling excavation at 4905 Michigan avenue, deferred and published February 18, 1907, page 3299.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of J. O. Bailey in the sum of two and fifty one-hundredths ($2.50) dollars, being the amount expended for filling excavation in the basement of building known as 4905-4907 Michigan avenue made by the Meter Department, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of the Com-

missioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Henry Fieberitz for refunds of 90 per cent of special assessments, deferred and published February 18, 1907, page 3299.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Board of Local Improvements be and it is hereby authorized to cause refund of ninety per cent of assessments to be made under Warrants 20198, 20002 and 20004 for laying water mains, and the Comptroller is ordered to pay the same from the Water Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of the National Malleable Castings Company for work done about water meter, deferred and published February 18, 1907, page 3299.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works, in accordance with his recommendation of February 14th, 1907, attached hereto, be and he is hereby authorized to issue voucher in favor of National Malleable Castings Company in the sum of seventy-nine and fifty one-hundredths dollars, same being for work done in building basin and putting in frame cover around six-inch meter in front of 57 West Twenty-sixth street, and the Comptroller is ordered to pay the same from the Water Fund.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Jeremiah Massett for compensation for personal injuries, deferred and published February 18, 1907, page 3300.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz,

Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Jeremiah Massett for fifteen days' back pay at two and fifty one-hundredths ($2.50) dollars per day, same to be in full of all claims for injuries received by said Jeremiah Massett while in the employ of the Water Pipe Extension Division, and the Comptroller is ordered to pay the same from the Water Fund.

This action is taken in accordance with the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance, on the claim of Siebold & Neunkirchen for extra work at Thirty-ninth Street Pumping station, deferred and published February 18, 1907, page 3300.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue voucher in favor of Siebold & Neunkirchen in the sum of fourteen hundred eighty-six and twenty one-hundredths ($1486.21) dollars, being for extra work done in connection with their contract at the Thirty-ninth Street Pumping Station, in accordance with his recommendation of February 14th, 1907, attached hereto, and the Comptroller is ordered to pay the same from appropriations for the Thirty-ninth Street Pumping Station.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Margaret Wild for back pay, deferred and published February 18, 1907, page 3300.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to allow three days' pay to Margaret Wild, janitress, deducted from January salary on account of absence for illness, and the Comptroller is ordered to pay the same.

This action is taken in accordance with

the recommendation of the Commissioner of Public Works attached hereto.

The Clerk, on motion of Ald. Bennett, presented the report of the Committee on Finance on the claim of Mrs. Zenkal for compensation for cleaning fish from water pipe, deferred and published February 18, 1907, page 3300.

Ald. Bennett moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a voucher in favor of Mrs. Zenkal in the sum of seven and forty-five one-hundredths ($7.45) dollars, being the amount expended by her for cleaning fish from water pipe at 553 Hastings street, and the Comptroller is ordered to pay the same from the Water Fund.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance licensing bathing beaches, deferred and published July 9, 1906, page 1200.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

Ald. Moynihan moved to defer consideration of the report for one week.

The motion to defer prevailed.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance prohibiting sale of explosives to minors, deferred and published November 26, 1906, page 2082.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race, Hunter—61.
Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Providing punishment for any person, firm or corporation selling or giving to minors dangerous explosives.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It is hereby declared to be unlawful for any person, firm or corporation to sell, deliver or give to any minor under 18 years of age any gunpowder, dynamite, nitroglycerin, gun cotton or other dangerous explosive.

SECTION 2. Any person, firm or corporation violating any of the provisions of Section 1 of this ordinance shall be fined not less than fifty dollars nor more than two hundred dollars.

SECTION 3. This ordinance shall be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on a communication concerning the claim of exemption of manufacturers of scourene, soap powder, etc., from the payment of a soap manufacturer's license, deferred and published December 3, 1906, page 2169.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

To amend Section 2187 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2187 of Revised Municipal Code of Chicago of 1905 be amended by adding at the end thereof the following:

The term "soap" shall include scourene, soap powder, liquid soap or any chemical compound in domestic use for washing and cleansing made by the union of certain fatty acids with a salifiable base.

SECTION 2. This ordinance shall take effect and be in force from and after the date of its passage.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on ordinances amending Section 2030 of the Revised Municipal Code of 1905 concerning the licensing and regulating of second-hand dealers, deferred and published February 4, 1907, page 2861.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE.

Amending Section 2030 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2030 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"2030. Dealing Without License Prohibited.) No person shall keep

a place for the purchase or sale of second-hand clothing, second-hand household goods, second-hand counters, shelving, showcases, store and office fixtures, boilers, engines, belting, pulleys, motors, dynamos, electrical apparatus, machinery, watches, jewelry, precious stones, typewriters, cash registers, bicycles, furs, or other second-hand article of any kind or description, nor shall any person trade, barter, deal in, or carry on the business of dealing in any such second-hand articles as hereinbefore described without being specially licensed for such purpose; and any license issued under the provisions of this article shall designate the house or place in which the person so licensed shall carry on the business for which he is licensed; and such business shall not be carried on or conducted in any other place than that designated in and by such license; provided, however, that the provisions of this article shall not apply to any dealer who takes an old article in exchange as part payment for a new article of a similar character which is of greater value than the old article exchanged; and provided, further, that the provisions of this article shall not apply to any dealer whose transactions in second-hand goods are limited to articles originally sold by him and taken back, with or without process of law, by reason of the non-payment of the purchase money. No person licensed under the provisions of this article shall be permitted to solicit business in any of the articles named herein upon any street or public highway in the city. Any person violating any of the provisions of this section shall be fined not less than fifty dollars nor more than two hundred dollars for each offense."

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance prohibiting the use of telephones in connection with the placing of bets, etc., deferred and published February 18, 1907, page 3301.

Ald. Dever moved to make the report a special order of business for the next regular meeting of the Council at 8:30 o'clock P. M.

The motion prevailed.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance amending Sections 125 and 126 of the Revised Code of 1905, concerning auctioneers' licenses, deferred and published February 18, 1907, page 3302.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That any person having obtained a license as an auctioneer in accordance with Sections 125 and 126 of the Revised Municipal Code of Chicago

of 1905, shall not be required to obtain a secondhand dealer's license as provided by Sections 2027 to 2035, both inclusive, of said Code, in order to carry on the business of auctioneering.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance granting to the South Park Commissioners control of portions of Calumet avenue and of 35th street, deferred and published February 11, 1907, page 3203.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That consent and authority be and they are hereby given and granted to the South Park Commissioners to select, take, regulate, improve and control the following portions of the following named streets situated in the South Division of the City of Chicago, to-wit:

Calumet avenue, from the South line of 33rd street boulevard to the South line of 35th street. Thirty-fifth street on the South side of the street from East line of Calumet avenue to the West line of Grand boulevard. Thirty-fifth street on the North side of the street from the West line of Calumet avenue to the West line of Grand boulevard, for park and boulevard purposes, and jurisdiction over said portions of said streets and avenues is hereby granted to said South Park Commissioners, provided, however, that nothing in this ordinance shall be construed as waiving or relinquishing any of the rights or powers of the City of Chicago in relation to laying water and gas mains and pipes, and building and repairing sewers and drains in said portions of said streets and avenues, and regulating the openings for the same; all powers which the City of Chicago now has, in relation to the laying, maintaining and controlling of water and gas mains and pipes, and sewers and drains and the openings for the same being hereby expressly reserved.

SECTION 2. Unless said South Park Commissioners shall within six (6) months from the passage of this ordinance, select and take said portions of said streets and avenues for the purposes aforesaid, this ordinance shall cease to be of any force or effect.

SECTION 3. This ordinance shall be in force from and after its passage.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating a parkway in Superior street, between Central and Pine avenues, deferred and published January 28, 1907, page 2797.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating a Twenty-foot Parkway in Superior Street, Between Central Avenue and Pine Avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the twenty-foot parkway in the center of Superior street, between Central avenue and Pine avenue, be and the same is hereby vacated as a parkway and that the same be and is hereby opened up as a public street.

SECTION 2. This ordinance shall take effect and be in force from and after its passage.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Divison, on an ordinance in favor of the Foley Manufacturing Co. for placing a rope and pipe across an alley for transmitting power and carrying shavings, deferred and published February 4, 1907, page 2877.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same hereby are granted to the Foley Manufacturing Company, a corporation, its successors and assigns, to place, maintain, and operate a rope for the purpose of transmitting power across the alley north of 26th street, between Artesian avenue and Western avenue, in the City of Chicago, from its engine room on lot 26 to its factory on lot 12 in S. J. Walker's subdivision of block 16 in Section 25, Township 39, North of Range 13, East of the Third Principal Meridian; also, to erect, maintain and operate a metal pipe not more than 3 feet in diameter for the purpose of conveying shavings from said factory to said engine room.

Said pipe shall be placed not less than 25 feet and said rope not less than 20 feet above the surface of said alley. The work of placing and maintaining said rope and said pipe shall be done to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine 10 years from and after the passage of this ordinance; provided, further, that the permission and authority hereby granted, may be revoked by the Mayor at any time in his discretion,

whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. This ordinance shall not go into effect until the said grantee shall execute and deliver to the City of Chicago a written acceptance of the same, and also a bond to the City of Chicago in the penal sum of Ten Thousand ($10,000) Dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observation and performance of all and singular the conditions and provisions of this ordinance, and conditioned further, to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever, that may be suffered by said City of Chicago, or which may accrue against or be charged to, or recovered from said City of Chicago, for, or by reason of, or on account of the passage of this ordinance, or for or by reason, or account of any act or thing done by said grantee herein, by virtue of the authority herein given. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. The rights herein granted are upon the express condition that said grantee, its successors and assigns, as compensation for the privileges conferred by this ordinance pay to the City of Chicago $20.00 per annum in advance, each and every year during the life of this ordinance; the first payment to be made the date of the passage of this ordinance, and each successive payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if the said grantee fail to promptly pay any installment of said compensation.

SECTION 5. The operation and maintenance of the said rope and said metal tube herein provided for shall be subject to all existing ordinances of the City of Chicago now in force, or which may hereafter be in force relating to the use and operation thereof; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and approval, provided the acceptance herein mentioned and the bond herein provided for be filed within 30 days from the passage thereof.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance in favor of the Home Stove Works for a conduit under West 18th place, deferred and published February 4, 1907, page 2879.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting authority to Home Stove Works to construct and maintain a conduit underneath 18th place about 300 feet west of Rockwell street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby granted to Home Stove Works, a corporation, its successors and assigns, to lay down, construct and operate a conduit not larger than four inches in diameter for electrical wire underneath 18th place about 300 feet west of Rockwell street connecting the property of said grantee located on the north and south sides of said street. The location of said conduit shall be substantially as shown on the plat hereto attached which is hereby made a part of this ordinance, and said conduit shall be used only for conveying electricity by means of electrical wires placed therein, and said location and the construction of said conduit shall be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor. The operation and maintenance of the said conduit shall be subject to all general ordinances of the City of Chicago now in force or which may hereafter be in force relating to electricity and the use of electrical wires, also relating to conduits underneath the public streets and alleys of the city.

SECTION 3. At the expiration of the term herein granted the conduit herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed said street shall be restored to its proper condition to the satisfaction of the Commissioner of Public Works so that the portion of said street where said conduit shall have been located shall be put in the same condition and safe for public travel as the remaining portion of the said street in the same block, at the sole expense of the grantee herein, its successors or assigns, and without cost and expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said street or in any manner interfere with any pipe, cable, wire or conduit therein and shall not open and encumber more of the said street than shall be necessary to enable it to proceed with advantage in constructing said conduit. Should said conduit interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove said conduit or change the location thereof as directed by the Commissioner of Public Works at its own expense and without any expense whatever to the City of Chicago.

SECTION 4. During the life of this ordinance the grantee herein, its successors or assigns, shall at all times keep the surface of the street over the said conduit in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of Ten Thousand ($10,000) Dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago,

or which it may be put to, or which may accrue against, be charged to or recovered from said city, from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein given; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of Twenty-five ($25.00) Dollars per annum during the life of this ordinance. The first payment shall be made as of the date of the passage of this ordinance, and the succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Hoffman, presented the report of the Committee on Health Department on an ordinance to close unsanitary dairies, deferred and published February 11, 1907, page 3207.

Ald. Hoffman moved to concur in the report and pass the ordinance recommended by the committee amending Section 1144 of the Revised Code of 1905.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 1144 of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1144 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

1144. Dairy—Refuse Matter—Offal—Closing of Same When Unsanitary). Every person or corporation owning or keeping a dairy in the city shall maintain the premises thereof free from any accumulation of refuse matter or offal. Any person or corporation failing to comply with this section shall be fined not less than five dollars nor more than two hundred dollars for each offense; and if any dairy within the city shall be found to be in an unsanitary condition by reason of the violation of the ordinances of the city or the refusal or neglect to comply with the rules and regulations of the Department of Health, or if, in the opinion of the Commissioner of Health, there is dan-

ger of the spread of a contagious or infectious disease through such dairy or the products of same, or that the public health would be endangered by a supply of milk and cream from same, then in the discretion of said Commissioner, he may order such dairy closed, and the same shall be kept closed until all the provisions of this chapter shall have been complied with and until all danger to the health of the public shall have been removed.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Hoffman, presented the report of the Committee on Health Department on an order to investigate the cause and handling of the contagious disease epidemics, deferred and published February 11, 1907, pages 3207 to 3213.

Ald. Hoffman moved that the report be read and placed on file.

The motion prevailed.

The Clerk, on motion of Ald. Kohout, presented the report of the select Committee on Track Elevation on an ordinance amending the ordinance of September 29, 1902, for the elevation of the roadbed and tracks of the Illinois Central R. R. Co., the South Chicago R. R. Co. and others, deferred and published January 21, 1907, page 2747.

Ald. Kohout moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Hahne, Krumholz, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Bihl, Kohout, Nolan, Race—61.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

To amend an ordinance entitled "An Ordinance requiring the Illinois Central Railroad Company, the South Chicago Railroad Company, the Pittsburgh, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, the Lake Shore and Michigan Southern Railway Company, the New York, Chicago and St. Louis Railway Company and the Baltimore and Ohio Railroad Company, respectively, to elevate the plane of certain of their railway tracks wthin the City of Chicago," passed September 29, 1902, and published on pages 1138 to 1158 inclusive, of the official records of the Council Proceedings of the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance requiring the Illinois Central Railroad Company, The South Chicago Railroad Company, the Pittsburgh, Fort Wayne and Chicago Railway and its lessee, the Pennsylvania Company, the Lake Shore and Michigan Southern Railway Company, the New York, Chicago and St. Louis Railway Company, and the Baltimore and Ohio Railroad Company, respectively, to elevate the plane of their roadbeds and tracks within certain limits of the City of Chicago, in manner and upon the conditions hereinafter specified, that is to say:" passed September 29, 1902, and published on pages 1138 to 1158 inclusive, of the official records of the Council Proceedings of the City of Chicago,

be and the same is hereby amended as follows:

Amend Section 4a, under the head of Subway in Adams Avenue, in the left hand column of page 1149, by striking out all of the second clause beginning with the word "The" down to and including the word "subway."

SECTION 2. All the provisions of the ordinance as passed September 29, 1902, hereby amended, shall apply to the things provided for and embraced in this ordinance unless otherwise herein specially provided; and the rights, obligations, powers and duties of the City of Chicago and the said railway and railroad companies mentioned in said ordinance, shall be the same in all respects as if the said ordinace of September 29, 1902, and this ordinance had originally contained all the matters and things embraced in this ordinance; and the said ordinance of September 19, 1902, and this ordinance shall be construed together the same as if this ordinance has been embodied in said ordinance hereby amended.

SECTION 3. This ordinance shall take effect from and after its passage and approval.

The Clerk, on motion of Ald. Kohout, presented the report of the select Committee on Track Elevation, on the ordinance of July 7th, 1902, for the elevation of the C. B. & Q. R. R., C. T. T. R. R. and C. & N. W. R'y tracks, deferred and published January 21, 1907, page 2748.

Ald. Kohout presented the following amendments to the ordinance under consideration:

Amend the ordinance as published, page 2750, by inserting at the end of Section 1 the following: "Also amend Paragraph 4 of the ordinance of July 7, 1902, in the tenth line from the bottom of the right hand column of page 935, after the word "direction" by inserting the words, "north of the north line of Rebecca street."

Also amend the ordinance, page 2748, in the fifth line from the bottom of the right hand column, by inserting before the word "change" the following: "permit said railway and railroad companies to"; and after the word "street" in the fourth line from the bottom of same page and column insert the following: "should they so desire."

Ald. Kohout moved to adopt the amendments.

The motion prevailed.

After debate, Ald. Scully moved to defer further consideration of the ordinance for two weeks.

The motion prevailed.

The Council, on motion of Ald. Bennett, proceeded to the consideration of an order directing the Committee on Finance to include an item in the appropriation bill for 1907, to provide for the beginning of the building of a new City Hall, deferred and published February 11, 1907, page 3218.

In connection with the order under consideration, Ald. Hoffman presented the following order, which was referred to the Committee on Finance:

Ordered, That in the event it is decided to erect a new City Hall, the Finance Committee be and they are hereby directed to make provision in executing a lease or leases for temporary quarters for city offices, for the retention of elevator operators, and all janitor service at present employed by the city in the City Hall.

Ald. Finn moved to amend the order under consideration by adding thereto the following:

"Provided the needs of the police department, fire department, street department and other departments of the city government are first adequately taken care of."

The motion prevailed.

After debate Ald. Bennett moved to

amend the order further by inserting therein the words and figures, "not to exceed $450,000." after the word "amount."

The motion prevailed.

Ald. Cullerton moved to amend the order further by adding at the end thereof the words, "Provided, the City Hall be erected on the West Side."

Ald. Bennett moved to lay on the table the last preceding motion to amend.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Dixon, Foreman, Pringle, Dailey, Richert, Martin, Young, Bennett, Snow, Moynihan, Derpa, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Williston, Lipps, Reinberg, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Bihl—33.

Nays—Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Siewert, Blase, Larson, Herlihy, Kohout, Nolan, Race—29.

Ald. Bennett moved to pass the order as amended.

The motion prevailed.

The following is the order as passed:

Ordered, That the Finance Committee include an item in the appropriation bill providing for a new City Hall in such an amount, not to exceed $450,000, as may be necessary to carry on so much of the work as can be executed during the present year. Provided, the needs of the police department, fire department, street department, and other departments of the city government are first adequately taken care of.

The Council, on motion of Ald. Snow, proceeded to the consideration of a resolution for the creation of a Board of Public Service Control, deferred and published February 18, 1907, page 3311.

Ald. Snow moved to refer the resolution and the accompanying memorandum to the Committee on Judiciary.

The motion prevailed.

The Council, on motion of Ald. Snow, proceeded to the consideration of a resolution for a telephone franchise ordinance, deferred and published February 18, 1907, page 3308.

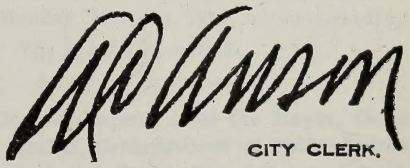
Ald. Snow moved to refer the resolution to the Committee on Gas, Oil and Electric Light.

The motion prevailed.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, March 11, 1907, at 7:30 P M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO ILLINOIS

Regular Meeting, Monday, March 11, 1907.

7.30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, March 13, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Richert, McCoid, Snow, Considine, Conlon, Sullivan and Lipps.

QUORUM.

A quorum being present, the Mayor called the Council to order.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, March 4, 1907, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented a report from His Honor, the Mayor, containing the following list of names of the persons released from the House of Correction during the week ending March 9, 1907, together with the cause of each release:

Fred Sklmar, released for mother.

Frank Smith, released for Martin Cairns.

Edward McGrath, released for T. J. Burke.

Wm. Horrigan, released for Ald. Kenna.

John Patt, released for M. McInerney.

Andrew Bryce, released for J. Broderick.

Nick Welfers, released for Ald. Fick.

James Matthews, released for wife.

Daniel Coleman, released for wife.

Fred Wendorf, released for wife and son.

John Wolf, released for Mr. Tagney.

John McGuire, released for Mary Venn.

Martha Edwards, released for husband.

Harry Miller, released for father.

Frank Williams, released for Ben Paley.

John McDonald, released for Mrs. Underwood, and $10.00 paid at House of Correction.

Geo. Farrell, released for father and Ald. Richert.

Jas. Corcoran, released for wife.

Dan McCann, released for mother.

Jos. Smalley, released for wife.

Michael O'Brien, released for wife.

Jos. Glassbrook, released for wife.

Blondy Rease, released for wife.

Patrick Donnelly, released for Mrs. White.

Anton Binder, released for J. E. Quinn.

James Harrigan, released for wife.

Which was ordered published and placed on file.

ALSO,

The following veto message:

MAYOR'S OFFICE,
March 11, 1907.

To the Honorable, the City Council.

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of March 4, 1907 (Council Proceedings, page 3361), amending Sections 279 and 691 of the Revised Municipal Code of Chicago of 1905 upon the recommendation of the Corporation Counsel. It being the opinion of the Corporation Counsel that, if this ordinance is passed, it will seriously imperil the health of citizens living in the neighborhood of hospitals. I would respectfully recommend that the vote by which said ordinance was passed be reconsidered and that the ordinance be referred to the Committee on Health for further consideration.

Respectfully,

E. F. DUNNE.
Mayor.

Ald. Bennett moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bennett moved to recommit the ordinance to the Committee on Health Department.

The motion prevailed.

ALSO,

The following veto message:

MAYOR'S OFFICE,
March 8, 1907.

To the Honorable, the City Council.

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of March 4, 1907 (Council Proceedings, page 3399), vacating a twenty-foot parkway in the center of Superior street, between Central avenue and Pine avenue, and converting said parkway into a public street, for the reason that, inasmuch as this strip of land was laid out and dedicated as a parkway, it is not within the power of the city to change the use, and the ordinance is void.

It has been held several times by our

Supreme Court that whenever any person dedicates any land to a street as public ground, or as a park, it is not within the power of the City Council or of the Legislature to change the use to be made of such ground, and if the ground is in fact put to some use other than that specified by the instrument dedicating it, such use becomes a public nuisance that can be restrained by any individual, and one that the municipal authorities may be compelled to abate. (*City of Jacksonville* v. *Jacksonville Railway*, 67, Ill. 540; *Village of Princeville* v. *Auten*, 77 Ill. 325; *Maywood Co.* v. *Village of Maywood*, 118 Ill. 61 (72).)

I would recommend that the vote by which the ordinance was passed be reconsidered and the ordinance be placed on file.

Respectfully,

E. F. DUNNE.

Mayor.

Ald. Race moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Race moved to recommit the ordinance to the Committee on Health Department.

The motion prevailed.

CITY CLERK.

The City Clerk submitted a report of the acceptance and bond of the Northwestern Terra Cotta Company under ordinance of February 18, 1907.

Which was placed on file.

ALSO,

The following communication, which was ordered published and placed on file:

CHICAGO, March 6, 1907.

To the City Council of the City of Chicago:

At a regular meeting of Division 241, composed of the North and West Side Street car employes, held on February 28, 1907, the following resolution was indorsed and a copy is hereby forwarded to your Honorable Body:

WHEREAS, The members of the Chicago Fire Department, realizing their duty to their fellow men, have organized themselves into a union and are ever ready to respond to the call for aid from their fellow unionists, just as they respond to an alarm of fire and to the protection of life and property regardless of ownership; and

WHEREAS, Their plan for bettering their conditions, as embodied in the Two Platoon System, improves the efficiency of the department, shortens the hours of labor, increases the rate of pay and also makes places for other men to fill; and

WHEREAS, The organized firemen of Chicago, comprising Local No. 12270, A. F. of L., have by their consistent fight along the lines advocated by organized labor everywhere, won our sympathy and confidence and brotherly regard; therefore, be it

Resolved, That Division 241, A. A. of S. and E. R. E. of A., hereby indorses the grand fight made by our brothers of Local No. 12270, A. F. of L., for the adoption of the Two Platoon System in the Chicago Fire Department; be it further

Resolved, That we respectfully call upon the Mayor and the Common Council to provide a sufficient appropriation for the installation of the Two Platoon System in the Chicago Fire Department; and be it further

Resolved, That copies of these resolutions be sent to the Mayor and the City Council of Chicago.

C. W. MILLS,

Recording Secretary, Div. 241

ALSO,

A communication and resolution from

the Neighborhood Improvement League of Cook County concerning the "smoke nuisance," which were

Referred to the Committee on Judiciary.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

COLLECTOR'S OFFICE,
March 11, 1907.

To the Hon. E. F. Dunne, Mayor, and the Honorable Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued, under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body,

Respectfully yours,

JOHN E. TRAEGER,
City Collector.

Irish-American Educational Society, 2988 Archer avenue.

Nowe Zycie Society, 494 Noble street.

Ambrosius Society, 200 West Division street.

Harrugari Maennerchor, 1115 West 12th street.

Socialist Labor Party, Fourteenth Ward Branch, 876 Grand avenue.

Rheinischer Verein, North avenue and Halsted street.

Bismark Tent, 876 Milwaukee avenue.

Edelweiss Singing Society, 876 Milwaukee avenue.

Loyal T. Society, 876 Milwaukee avenue.

Bohemian Dramatical and Singing Society, 32-4 Emma street.

Everett Fraternal Society, 1645 35th street.

Ungarlandisch National Kranken Unter Verein, 842 Clybourn avenue.

Bohemian Socialist Party, 720 Allport street.

Society Nidaros, S. D. of T., 862-6 West Division street.

The Northwestern Turners, 862-6 West Division street.

Vorort Chicago United Turner Societies, 675 Larabee street.

Austrian-Bavarian Benevolent Society, 675-7 Larabee street.

Society Nordlyset, 901 North Washtenaw avenue.

The St. Anargerus Society, 5324 State street.

Nonpariel Social Debating Club, Rockwell and Milwaukee avenue.

Open Air Athletic and Aid Society, Green and Harrison streets.

Anshe Emeth Auxiliary, 50 Throop street.

Lodge Anna Naprstek No. 6, J. C. V., 400 West 18th street.

Our Flag Athletic Association, 35th street and Indiana avenue.

Walhalla Society, 3700 Wentworth avenue.

Bohemian Turner Sokol Slavsky, 590 West 18th street.

Ivar Lodge No. 27, I. O. V., 695 West Irving Park boulevard.

South Side Irish-American Club, 43d and State street.

Enighet Society, 590-92 West 18th street.

First Romanian Sick Benefit Association, 493 South Jefferson street.

Tioga Athletic Club, 262 Blue Island avenue.

North Side Bartenders Association, Halsted street and North avenue.

Scandia Gymnastic and Athletic Club, 324 East Division street.

Plattdeutsche Gilde, Chicago, No. 1, 200 West Division street.

Social Kranken Turner Society, 701 East Belmont avenue.

Plattdeutsche Verein No. 3, 701 East Belmont avenue.

Fidelia Singing Society 939 North Robey street.

Schubert Mannerchor, Grand and Armitage avenue.

Gordon Athletic Club, 4300 State street.

Valhalla Lodge, I. O. V., 6058 Morgan street.

Court Sedgwick No. 33, U. O. F., 1351 Diversey boulevard.

Twenty-third Ward Socialist Club, Larrabee and Wisconsin streets.

Belleview Social and Benevolent Association, 907 North California avenue.

Garfield Unterstutzung Verein, 519 Larrabee street.

Pilsen Bando Concertina Musical Club, 612 West 18th street.

Southwest Side Milk Dealers Union, 12th and Waller streets.

Singing Society Bjoruin, 876 North Artesian avenue.

Norwegian Dramatical Society, 876 North Artesian avenue.

S. S. S. of 1895, 501 West North avenue.

Svea Singing Society, 910 Armitage avenue.

Aurora Turn Verein, Division street and Ashland avenue.

Court New Eureka, North avenue and Halsted street.

Immergrun Frauen Verein, 368 West 12th street.

Delaware Aid Society, 3417 Halsted street.

Century Road Club Association, Wabash avenue and Peck court.

Blue Bell Benevolent Association, 23 North Clark street.

Young Element Political and Social Benevolent Association, 162 North Clark street.

Newspaper Employes Benefit Association, 447 West Taylor street.

Anganty Lodge No. 4, I. O. V., 456 31st street.

Court North Chicago No. 947, I. O. T., 257 North Clark street.

Department Store Employes, 162 North Clark street.

Chicago Arbeiter Zeitung Publishing Company, 162 North Clark street.

Helvetia Turn Verein, 519 Larrabee street.

Cong. Anshie Willner 686 West Taylor street.

Ancient Order of Hibernians, 4300 State street.

Truck Drivers Union, 162 North Clark street.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented the following communication and order from the Commissioner of Public Works:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, March 11, 1907.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In Warner avenue, from 330 feet west of 48th avenue, eastward 150 feet; size 8-inch; probable cost, including hydrants and basins, $247.50. Pays 10 cents.

In 42d street, from Paulina street westward 100 feet; size 8-inch; probable cost, including hydrants and basins, $165.00. Pays 11 cents.

In Schubert street, from 299 feet east of Ballou street eastward 54 feet; size 6-inch; probable cost, including hydrants and basins, $75.60. Pays 22 cents.

In 120th street, from Loomis street

eastward 825 feet; size 8-inch; probable cost, including hydrants and basins, $1,361.25. Pays 12 cents.

Respectfully,

WM. L. O'CONNELL,

Commissioner of Public Works.

Ald. Race moved to concur in the recommendation and pass the order.

The motion prevailed and the order as recommended was thereby passed.

CITY COMPTROLLER.

The Clerk presented a communication from the City Comptroller transmitting a statement showing the financial condition of the city on December 31, 1906, together with the revenue and expense for the period commencing December 1, and ending December 31, 1906.

Which were placed on file.

CITY ATTORNEY.

The Clerk presented the annual report of the City Attorney.

Which was placed on file.

DEPARTMENT OF LOCAL TRANSPORTATION.

The Clerk presented the following communication from the Superintendent of Transportation, which was referred to the Committee on Local Transportation:

DEPARTMENT OF TRANSPORTATION,
CHICAGO, March 8, 1907.

To the Honorable, the Mayor, and the City Council of the City of Chicago.

GENTLEMEN—Referring to the resolution introduced by Alderman Culleton, and passed by your Honorable Body, October 29, 1906, instructing the Local Transportation Investigator to ascertain whether there exists any method by which trolley wires could be protected so as to prevent live wires from falling to the ground, and report conclusions at the earliest possible date, I beg leave to state.

That beyond excellence of workmanship and material, there seems to be no more that can be done to keep trolley wires from breaking and falling to the ground, than additional supports. I understand there is a scheme by which the current can be cut off automatically at the nearest post upon the breaking of the trolley wire, but I have not been able to get definite information in regard to the matter. The trolley wires almost invariably break at either side of the ear to which the wire is soldered and by which it is supported from the cross wires reaching from pole to pole. Just how and why the wires break at these two particular points is not definitely known, and several different reasons have been given, but that they do break at those points, almost invariably has been thoroughly demonstrated in this city.

As to additional supports, there is one which would undoubtedly clearly assist in preventing wires from falling to the ground after they had broken. This support consists of two small ears attached to the upper side of the trolley wires, about three feet on either side of the present support. These two ears are then connected by wire which passes over the cross wires which reach from pole to pole. The trolley wires will still break at the old place, but this additional support will prevent the falling end from dropping more than a foot or two, depending upon the length of the short wires.

It is stated that in one case where these supports or anchors were installed with an average of twenty accidents per month, only three cases were reported in one year in which the trolley wire fell and interfered with traffic.

I would suggest that these supports be installed at all intersections, transfer points, bridges and other similar situations, and I have requested the Cor-

poration Counsel to prepare an ordinance to that effect which will be presented direct to the Transportation Committee.

Respectfully submitted,

MAURICE F. DOTY,

Supt. of Transportation.

ALSO,

An ordinance limiting the number of cars in trains run on elevated railroads, and an ordinance providing for derailing switches on street car tracks at approaches to bridges and railroad crossings, which were

Referred to the Committee on Local Transportation.

BOARD OF LOCAL IMPROVEMENTS.

The Clerk presented the following recommendation, estimate and ordinance, submitted by the Board of Local Improvements, which were ordered published and referred to the Committee on Streets and Alleys, West Division:

RECOMMENDATION, ESTIMATE AND ORDINANCE.

RECOMMENDATION BY BOARD OF LOCAL IMPROVEMENTS.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

We hereby submit an ordinance for the improvement, adjusting sewers, catch basins and manholes, constructing new catch basins, constructing a granite concrete combined curb and gutter on cinders, grading and paving with creosoted wooden blocks on one inch of sand and six inches of Portland cement concrete, joints filled with bituminous cement, surface dressed with one-fourth of an inch of sand, the roadway of West 12th street from a line parallel with and 142 feet east of the east line of South Talman avenue produced north to a straight line drawn from the southwest corner of South 40th avenue and West 12th street, to the northwest corner of South 40th avenue and West 12th street, and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of said West 12th street between said points (except the intersections of South California avenue, South Sacramento avenue and Douglas boulevard with West 12th street, and except that part of the intersection of South Central Park avenue from the north line of the street railway right of way on West 12th street to the north line of West 12th street, and except that part of the intersections of South Albany avenue and South Springfield avenue from the north line to the north curb line of West 12th street, and except that part of the intersections of South Central Park avenue, South Avers avenue, South Springfield avenue, South Harding avenue and the first alley west of Douglas boulevard from the south line to the south curb line of West 12th street, and also except street railway rights of way thereon between said points), in the City of Chicago, County of Cook and State of Illinois, together with an estimate of the cost of said improvement, and recommend the passage of said ordinance, and the making of the improvement contemplated therein.

Respectfully submitted,

GEO. A. SCHILLING,

CYRIL R. JANDUS,

JOHN F. FINERTY,

N. S. BUDZBAN,

JOHN A. MAY,

Board of Local Improvements of the City of Chicago.

Dated, Chicago, March 11, A. D. 1907.

ESTIMATE OF ENGINEER.

To the Board of Local Improvements of the City of Chicago, and to the Mayor and Aldermen of the City of Chicago, in City Council Assembled:

The Board of Local Improvements of the City of Chicago having adopted a

resolution that the roadway of West 12th street from a line parallel with and 142 feet east of the east line of South Talman avenue produced north to a straight line drawn from the southwest corner of South 40th avenue and West 12th street to the northwest corner of South 40th avenue and West 12th street, and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of said West 12th street between said points (except the intersections of South California avenue, South Sacramento avenue, and Douglas boulevard with West 12th street, and except that part of the intersection of South Central Park avenue from the north line of the street railway right of way on West 12th street, to the north line of West 12th street, and except that part of the intersections of South Albany avenue and South Springfield avenue from the north line to the north curb line of West 12th street, and except that part of the intersections of South Central Park avenue, South Avers avenue, South Springfield avenue, South Harding avenue and the first alley west of Douglas boulevard from the south line to the south curb line of West 12th street, and also except street railway rights of way thereon between said points), be improved by adjusting sewers, catch basins and manholes, constructing new catch basins, constructing a granite concrete combined curb and gutter on cinders, grading and paving with creosoted wooden blocks on one inch of sand and six inches of Portland cement concrete, joints filled with bituminous cement, surface dressed with one-fourth of an inch of sand, and presented to the City Council of the City of Chicago a recommendation that such local improvement be made.

I hereby submit an estimate of the cost of such improvement, including labor, materials and all other expenses attending the same, as provided by law, viz.:

ESTIMATE.

Granite concrete combined curb and gutter on cinders, 15,550 lineal feet at 70c	$10,885.00
Paving with creosoted wooden blocks on 1 inch of sand and 6 inches Portland cement concrete, joints filled with bituminous cement, surface dressed with ¼ of an inch of sand, 42,300 square yards at $3.50	148,050.00
Adjustment of sewers, catch basins and manholes and constructing 30 new catch basins	3,565.00
Total	$162,500.00

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of the above proposed improvement.

C. D. Hill,

Engineer of the Board of Local Improvements.

Dated, Chicago, March 11, A. D. 1907.

AN ORDINANCE

For the improvement, adjusting sewers, catch basins and manholes, constructing new catch basins, constructing a granite concrete combined curb and gutter, grading and paving of the roadway of West 12th street, from a line parallel with and 142 feet east of the east line of South Talman avenue produced north to a straight line drawn from the southwest corner of South 40th avenue and West 12th street to the northwest corner of South 40th avenue and West 12th street, and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of said West 12th street, between said points (except the inter-

sections of South California avenue, South Sacramento avenue and Douglas boulevard with West 12th street, and except that part of the intersection of South Central Park avenue from the north line of the street railway right of way on West 12th street to the north line of West 12th street, and except that part of the intersections of South Albany avenue and South Springfield avenue from the north line to the north curb line of West 12th street, and except that part of the intersections of South Central Park avenue, South Avers avenue, South Springfield avenue, South Harding avenue and the first alley west of Douglas boulevard, from the south line to the south curb line of West 12th street, and also except street railway rights of way thereon between said points), in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That a local improvement shall be made within the City of Chicago, in said County and State, the nature, character, locality and description of which local improvement is as follows, to-wit:

That the roadway of West 12th street, from a line parallel with and 142 feet east of the east line of South Talman avenue produced north to a straight line drawn from the southwest corner of South 40th avenue and West 12th street to the northwest corner of South 40th avenue and West 12th street, said roadway being sixty feet in width, and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of said West 12th street, between said points, except as hereinafter specifically provided, be and the same are hereby ordered improved as follows:

A granite concrete combined curb and gutter shall be constructed on each side of said roadway of said West 12th street, between said points (except the intersections of South California avenue, South Sacramento avenue and Douglas boulevard with West 12th street, and except that part of the intersection of South Central Park avenue from the north line of the street railway right of way on West 12th street to the north line of West 12th street, and except that part of the intersections of South Albany avenue and South Springfield avenue from the north line to the north curb line of West 12th street, and except that part of the intersections of South Central Park avenue, South Avers avenue, South Springfield avenue, South Harding avenue and the first alley west of Douglas boulevard from the south line to the south curb line of West 12th street, and also except across the roadways of all other intersecting streets and alleys between said points), in such a manner that the roadway face of the curb shall be parallel with and thirty feet from the center line of said West 12th street; and a granite concrete combined curb and gutter shall be constructed on each side of the roadways of all intersecting streets and alleys extended from the curb line to the street line produced on each side of said West 12th street, between said points (except the intersections of South California avenue, South Sacramento avenue and Douglas boulevard with West 12th street, and except that part of the intersection of South Central Park avenue from the north line of the street railway right of way on West 12th street to the north line of West 12th street, and except that part of the intersections of South Albany avenue and South Springfield avenue from the north line to the north curb line of West 12th street, and except that part of the intersections of South Central Park avenue, South Avers avenue, South Springfield avenue, South Harding avenue and the first alley west of Douglas boulevard from the south line to the south curb line of West 12th street), in such a manner that the roadway face

of the curb shall conform with the curb line on each side of all said intersecting streets, and in such a manner that the back of the curb shall conform with the alley lines produced on each side of all said intersecting alleys, between said points.

Said combined curb and gutter shall be made as follows, to-wit:

The concrete to be used shall consist of the best quality of Portland cement mixed with fine crushed granite in the proportion of one part cement and two parts fine granite, into which shall be incorporated four parts of broken granite of varying sizes which will pass through a ring of one and one-half inches internal diameter, and be held on a ring of one-fourth of an inch internal diameter. The cement shall be mixed thoroughly with fine crushed granite, after which it shall be moistened with water to form a mortar, and into which shall be incorporated the four parts of broken granite as specified above and rammed into forms until solid.

The material to be used in finishing the surface of said combined curb and gutter shall consist of the best quality of Portland cement mixed with finely crushed granite, in the proportion of two parts cement and three parts granite, which, after being moistened with water to form a mortar, shall be evenly spread over the surface of said combined curb and gutter to a thickness of one-half inch, and so as to insure a smooth and even surface on the face of the curb and gutter flags, after being evenly troweled and finished with a broom.

The curb shall be seven inches thick and the height at the back shall vary from seventeen inches at the catch basin inlets to nine inches at the summits, and the gutter flags shall be eighteen inches in width and five inches in thickness. The upper roadway edge of the curb shall be rounded to a true arc of a circle having a radius of one and one-half inches.

Said combined curb and gutter shall be constructed upon a bed of cinders six inches in depth after being flooded with water and thoroughly compacted to an even surface, and shall be back filled with earth free from animal or vegetable matter. Said filling to be four feet wide at the top of the curb and even therewith and shall slope down at the rate of one and one-half feet horizontal to one foot vertical.

Said combined curb and gutter shall be so constructed that the upper surface of the gutter flags shall conform to the surface of the finished roadways as hereinafter described, and the top edge of the curb shall coincide with the grade of said West 12th street, between said points, which grade is hereby established as follows, to-wit:

At a line parallel with and 142 feet east of the east line of South Talman avenue produced north, 9.0 feet above datum.

North curb line of West 12th street at a line parallel with and 115 feet east of the east line of South Talman avenue produced north, 9.0 feet above datum.

South curb line of West 12th street at a line parallel with and 115 feet east of the east line of South Talman avenue produced north, 9.3 feet above datum.

At the southeast curb corner of South Talman avenue and West 12th street, 13.0 feet above datum.

At the west curb line of South Talman avenue produced north, 13.6 feet above datum.

Intersection of South Washtenaw avenue, 14.0 feet above datum.

Intersection of South Fairfield avenue, 14.0 feet above datum.

Intersection of South California avenue, 14.0 feet above datum.

Intersection of South Mozart street, 13.8 feet above datum.

Intersection of South Francisco street, 13.5 feet above datum.

Intersection of South Richmond street, 13.5 feet above datum.

Intersection of South Sacramento avenue, 13.5 feet above datum.

Intersection of South Whipple street, 13.75 feet above datum.

Intersection of South Albany avenue, 14.0 feet above datum.

Intersection of South Troy street, 14.4 feet above datum.

At the northeast curb corner of West 12th street and South Kedzie avenue, 14.5 feet above datum.

At the northwest curb corner of West 12th street and South Kedzie avenue, 14.5 feet above datum.

At the southwest curb corner of West 12th street and South Kedzie avenue, 14.5 feet above datum.

At the southeast curb corner of West 12th street and South Kedzie avenue, 14.9 feet above datum.

Intersection of South Sawyer avenue, 15.0 feet above datum.

Intersection of South Spaulding avenue, 15.5 feet above datum.

Intersection of Turner avenue, 16.2 feet above datum.

Intersection of South Homan avenue, 16.5 feet above datum.

Intersection of South St. Louis avenue, 17.5 feet above datum.

Intersection of South Central Park avenue, 18.5 feet above datum.

Intersection of Millard avenue, 19.0 feet above datum.

Intersection of South Lawndale avenue, 19.1 feet above datum.

At the east line of Douglas boulevard, 20.6 feet above datum.

At the west line of Douglas boulevard, 21.0 feet above datum.

Intersection of South Avers avenue, 21.3 feet above datum.

Intersection of South Springfield avenue, 21.5 feet above datum.

Intersection of South Harding avenue, 21.7 feet above datum.

North curb line of West 12th street, at a line parallel with and 100 feet east of the east line of South 40th avenue, 22.25 feet above datum.

Intersection of South 40th avenue, 22.25 feet above datum.

The above heights as fixed shall be measured from the plane of low water in Lake Michigan of A. D. 1847, as established by the Trustees of the Illinois and Michigan Canal, and adopted by the late Board of Drainage Commissioners and by the late Board of Public Works of the City of Chicago, and now represented by the ordinance of July 11th, A. D. 1898, relating to the corrected elevation of the Old Lind Block bench mark, which determines the base or datum for city levels.

The said roadway of said West 12th street, between said points, and also the roadways of all intersecting streets and alleys extended from the curb line to the street line produced, on each side of said West 12th street, between said points (except the intersections of South California avenue, South Sacramento avenue and Douglas boulevard with West 12th street, and except that part of the intersection of South Central Park avenue from the north line of the street railway right of way on West 12th street to the north line of West 12th street, and except that part of the intersections of South Albany avenue and South Springfield avenue from the north line to the north curb line of West 12th street, and except that part of the intersections of South Central Park avenue, South Avers avenue, South Springfield avenue, South Harding avenue and the first alley west of Douglas boulevard, from the south line to the south curb line of West 12th street, and also except any and all space occupied and used as street

railway rights of way thereon between said points, which rights of way are by the ordinances granting them agreed to be paved and kept in repair by the railway companies owning, operating and controlling the same), shall be so graded that after being thoroughly puddled, and rolled with a roller of ten tons weight until the roadbeds are thoroughly compacted, and after the pavement hereinafter described shall have been placed thereon, the surface of the pavement at the center of the finished roadway of said West 12th street, and the center of the finished roadways of all intersecting streets extended from the curb line to the street line produced, on each side of said West 12th street, except where the roadways are occupied by street railway rights of way, shall coincide with the established grade of said West 12th street, hereinbefore described, and where said roadways are occupied by street railway rights of way the entire width of all such rights of way shall coincide with the established grade hereinbefore described, and the surface of the said finished roadways at the summits in the gutters, between catch-basins and adjoining the roadway face of the curb, shall be four inches below said established grade, and the surface of the finished roadways at the catch-basin inlets in the gutters adjoining the roadway face of the curb shall be twelve inches below said established grade.

The slope of the gutters adjoining the roadway face of said curb shall be uniform from the summits to the catch-basins, and a transverse section of said finished roadways and said gutter flags, where the same are not occupied by street railway rights of way, shall be an arc of a circle passing through the said gutter grades and the grade of the center of said finished roadways, and a transverse section of said finished roadways and said gutter flags where the same are occupied by street railway rights of way shall be an arc of a circle passing through the said gutter grades and the established grade of the street at each side of said street railway rights of way, at every part of said West 12th street, and at every part of all intersecting streets, between said points.

The surface of the finished pavement in all intersecting alleys hereinbefore specified shall be four inches below the top of the curb on each side of said alley intersections, at the street lines produced of said West 12th street, and shall slope thence at a uniform grade to its intersection with the gutter hereinbefore described.

Upon the roadbeds thus prepared between said points and between said gutter flags shall be spread a layer of Portland cement concrete six inches in thickness. Said cement shall be so ground that ninety-two per cent will pass through a standard number 100 sieve having 10,000 meshes per square inch.

Briquettes made from a mortar composed of one part said Portland cement and three parts torpedo sand, or three parts of limestone screenings, or other material equal thereto for concrete purposes, exposed to the air for one day, and immersed in water for six days, shall develop an ultimate tensile strength of 200 pounds per square inch.

One part cement which will stand the above test and comply with the above requirements and three parts of torpedo sand, or three parts of limestone screenings, or other material equal thereto for concrete purposes, shall be thoroughly mixed dry, and then made into a mortar with the least possible amount of water.

Six parts of the best quality of limestone, or other stone which shall be equal in quality for concrete purposes, of a size that will pass through a ring of two inches internal diameter and be held on a ring of one-half inch internal diameter, all of which stone

shall be thoroughly cleaned, free from all foreign substances and drenched with water, shall then be incorporated immediately with the mortar; each batch of concrete shall be thoroughly mixed and at once spread upon the surface of said roadbeds and thoroughly compacted by ramming until free mortar appears on the surface. The surface of said layer of concrete shall be parallel with and five inches below the top of the finished pavement.

Upon the concrete foundation as above specified shall be spread a layer of sand in such quantity as to insure when compacted a uniform depth of one inch, and upon said layer of sand shall be placed blocks of Southern Long Leaf Yellow Pine. Said blocks shall be four inches in depth and four inches in width and shall be not less than five inches nor more than ten inches in length, with the fiber of the wood running in the direction of the depth.

The blocks shall be cut from sound timber and shall be square edged, free from bark, shakes, loose or rotten knots, red heart or dead timber. Said blocks shall first be placed in an air-tight chamber, where by means of superheated steam and the use of the vacuum pump the sap in the blocks shall be vaporized and the moisture in them removed. When the blocks are thoroughly dry, a wood preserving oil shall be admitted into said chamber and subjected to a pressure which shall be maintained until sixteen pounds of the oil shall have been forced into each cubic foot of timber and until the oil shall have impregnated the timber through the entire depth of the blocks. The wood preserving oil to be used shall be "Kreodone," Creosote Paving Oil, or any creosote paving oil which shall be equal in quality thereto, for the purpose above described.

The blocks shall be laid in parallel courses across the said roadways at an angle of fory-five degrees with the center line thereof. The courses shall break joints alternately, and the blocks shall be driven tightly together, except where spaces for expansion shall be left, as follows: The joints parallel with and adjoining the roadway face of said gutter flags shall be one inch in width, and at intervals of one hundred feet along the said roadways the joints running across same shall be one-half inch in width. All the joints shall be filled with bituminous cement which will resist the solvent action of the wood preserving oil, and which shall be applied on the work at a temperature of not less than three hundred degrees Fahrenheit.

The blocks when set shall be rolled with a roller of five tons weight until the blocks are well settled and made firm. When said blocks are firmly bedded in said layer of sand the surface of the pavement must be true to the form of roadway hereinbefore described.

Immediately after the spreading of the paving cement, and while it is still hot, the surface of the pavement shall be covered to a depth of one-fourth of an inch with clean, dry torpedo sand.

Thirty new catch-basins shall be constructed and connected, and trapped with the sewer in West 12th street, and located in the roadway of said West 12th street at necessary points adjacent to the curb lines. Each of said catch-basins shall be seven feet two inches deep, measuring from the top of the brickwork, and shall have an internal diameter of four feet at the bottom and to a plane five feet above and parallel therewith. The walls of said catch-basins shall be eight inches thick and shall be built of two courses of sewer brick laid edgewise in perpendicular courses, except as hereinafter provided, upon a floor of pine plank two inches in thickness. The top of each of said catch-basins shall decrease to two feet internal diameter, being drawn in by means of nine header courses, the diameter being decreased uniformly for each course.

Each of said catch-basins shall be connected with the sewer with vitrified tile pipe of nine inches internal diameter and shall be trapped with a half trap also of vitrified tile pipe of nine inches internal diameter. The connection with the sewer where said sewer is of brick shall be made in such a manner that the top of the nine inch pipe shall be at the elevation of the center of said sewer, and the connection with the sewer where said sewer is of vitrified tile pipe shall be made by means of a fifteen inches by nine inches "Y" branch where said sewer is of fifteen inches internal diameter, and by means of a twelve inches by nine inches "Y" branch where said sewer is of twelve inches internal diameter. The said trap of each of said catch-basins shall be set so that the elevation of the bottom of the inside of the same shall be three feet six inches above the floor of the catch-basin.

All brickwork and the joints of the vitrified tile pipe above referred to shall be laid in the best quality of natural hydraulic cement mortar, composed of one part natural hydraulic cement and two parts clean, sharp sand.

Each of said catch-basins shall be provided with a cast-iron cover, with a projecting lip to receive the water from the gutters, each of which covers shall weigh four hundred and seventy pounds and shall be of the same size and pattern as those used in new work by the City of Chicago during the year 1902. Each of said cast-iron covers shall be set so that the top of the same shall coincide with the finished surface of the pavement hereinbefore described.

The nine-inch vitrified tile pipe specified above shall be straight, smooth and sound, thoroughly burned, well glazed, and free from lumps and other imperfections, and the standard of thickness shall be seven-eighths of an inch.

That the several manholes and catch-basins located along the line of said improvement shall be raised or lowered as may be necessary to make them conform to the finished roadway of said West 12th street as above specified.

Said work to be done under the superintendence of the Board of Local Improvements of the said City of Chicago.

SECTION 2. That the recommendation of the Board of Local Improvements of the City of Chicago, providing for said improvement, together with the estimate of the cost thereof made by the Engineer of said Board, both hereto attached, be and the same are hereby approved.

SECTION 3. That said improvement shall be made and the whole cost thereof be paid for by special assessment in accordance with an Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Improvements," approved June 14th, A. D. 1897, and the amendments thereto.

SECTION 4. That the aggregate amount herein ordered to be assessed against the property, and also the assessment on each lot and parcel of land therein assessed shall be divided into five installments in the manner provided by the statute in such cases made and provided, and each of said installments shall bear interest at the rate of five per centum per annum according to law until paid.

SECTION 5. And for the purpose of anticipating the collection of the installments of said assessments for said improvement, bonds shall be issued payable out of said installments bearing interest at the rate of five per centum per annum, payable annually, and signed by the Mayor and by the President of the Board of Local Improvements, countersigned by the City Comptroller and attested by the City Clerk under the corporate seal of the City of Chicago. Said bonds shall be issued in accordance with and shall in all respects conform to the provisions of the Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Im-

provements," approved June 14th, 1897, and the amendments thereto.

SECTION 6. That the Attorney of said Board be and he is hereby directed to file a petition in the County Court of Cook County, Illinois, in the name of the City of Chicago, praying that steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and in the manner prescribed by law.

SECTION 7. That all ordinances or parts of ordinances conflicting with this ordinance be and the same are hereby repealed.

SECTION 8. This ordinance shall be in force from and after its passage.

ALSO,

A list of assessment rolls filed in the County Court March 4, 1907, for final hearing March 26, 1907,

Which was placed on file.

ALSO,

An ordinance establishing the grade of sundry streets.

Which was, by unanimous consent, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Reese, deferred and ordered published:

CHICAGO, March 7, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred a recommendation, estimate and ordinance for curbing, grading and paving with asphalt a system of streets as follows: School street, from North Robey street to North Western avenue, etc., etc., having had the same under advisement, beg leave to report and recommend that the ordinance be passed. (Recommendation, estimate and ordinance published February 18, 1907, page 3287 to 3294, inclusive.)

JOHN H. SULLIVAN,
Chairman.

By OTTO REESE.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Reese, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting American Malting Company switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the American Malting Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track across Bliss street,

between Cherry and Hickory avenues, said switch track to extend from the center of a fourteen (14) foot private alley on the northwest side of said Bliss street, which said alley commences at a point one hundred (100) feet northeasterly from said Cherry avenue, said switch track thence to cross said Bliss street parallel with the northeast line of said Cherry avenue, as shown in the plat attached hereto, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said American Malting Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Bliss street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Bliss street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of said work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein pro-

vided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted, said American Malting Company shall pay to the City of Chicago the sum of fifty-eight ($58.00) dollars per annum in advance each and every year during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said American Malting Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

By OTTO REESE.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Reese, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred an ordinance granting Charles Emmerich & Co. a switch track, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Granting Chas. Emmerich & Co. authority to lay down, maintain and operate a single switchtrack across the alley between Huron and Erie streets and running west from Kingsbury street to the tracks of the Chicago, Milwaukee & St. Paul Railway.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Chas. Emmerich & Co., and its successors and assigns, to lay down, construct, maintain and operate a single railroad switchtrack from a connection with the existing track of the Chicago, Milwaukee & St. Paul Railway, beginning on private property on the north line of Erie street, thence running in a northeasterly direction and crossing the alley between Erie and Huron streets at a point 125 feet west of the northwest corner of said alley and Kingsbury street to the rear of the factory of said Chas. Emmerich & Co., located at the southwest corner of Huron and Kingsbury streets, as shown on the blue print hereto attached, which is hereby made a part of this ordinance, the proposed switchtrack being shown in yellow thereon and marked "Proposed sidetrack of Chas. Emmerich & Co."

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment

or repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance, the grantee herein shall keep such portions of all public streets and alleys as are occupied by said switch-track in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switchtrack and all the appurtenances thereto, and shall forthwith restore the portions of the public streets and alleys occupied by said switchtrack to a condition safe for public travel similar to the remaining portions of said public streets and alleys in the same blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switchtrack herein provided for shall be subject to all existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switchtracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in or about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted, the said Chas. Emmerich & Co. shall pay to the City of Chicago the sum of twenty-five ($25.00) dollars per annum in advance, each and every year during the life of this ordinance, the first payment to be made as of the date of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns shall fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000) with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file its written acceptance and the bond hereinabove provided for within thirty (30) days from the passage hereof.

JOHN H. SULLIVAN,
Chairman.

By OTTO REESE.

ALSO,

The same committee submitted the following report, which was, on motion

of Ald. Reese, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting E. M. Hartung sidewalk opening, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing E. M. Hartung to construct and maintain an opening in the sidewalk in front of the premises at number 319 Sedgwick street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to E. M. Hartung, his heirs, executors and assigns, to construct and maintain an opening in the sidewalk in front of the premises at No. 319 Sedgwick street for the purpose of admitting light to the basement of the building located on said premises. Said opening shall not extend more than two and one-half feet beyond the front elevation of said building, and shall not exceed sixteen feet in length along the side of said building, and shall be securely guarded by an iron railing. The construction of said opening and said railing shall be in accordance with plans to be filed with the Commissioner of Public Works, and the construction and maintenance shall be under the supervision and to the satisfaction of the said Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or otherwise, said grantee, his heirs, executors or assigns, shall restore the portion of the sidewalk at the place where said opening is located to a condition satisfactory to the Commissioner of Public Works, without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said opening shall have been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned, further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, his heirs, executors and assigns, shall at all times keep the sidewalk in which such open-

ing is located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to and regulating openings in sidewalks and the use of space underneath public sidewalks.

SECTION 6. In consideration of the privileges herein granted the said grantee, his heirs, executors and assigns, shall pay to the City of Chicago the sum of ten dollars ($10.00) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express condition of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or his heirs, executors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall within thirty (30) days file his written acceptance of same and the bond hereinbefore provided for.

JOHN H. SULLIVAN,
Chairman.

By OTTO REESE.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your committee on Streets and Alleys, South Division, to whom was referred ordinance vacating part of South Peoria street and alleys in Schmidt's Sub., having had the same under advisement, beg leave to report and recommend the passage of the ordinance, without compensation:

AN ORDINANCE

Vacating a certain street and alleys.

WHEREAS, On June 5, 1882, Mathias Schmidt platted a certain sub-division, of which he was the owner, lying west of the Chicago, Rock Island & Pacific Railroad in Cook County, Illinois, known as Schmidt's sub-division of the south ½ of the southeast ¼ of the southeast ¼ of Section 32, Town 38 North, Range 14 east of the 3d Principal Meridian; (Doc. 400, 188.;) and

WHEREAS, Said plat dedicated to the uses of the public that portion of South Peoria street lying between West 86th street and West 87th street, and certain alleys in block one (1) of said subdivision, between West 86th street, West 87th street, South Peoria street and Vincennes road, and certain alleys in block two (2) of said subdivision, between West 86th street, West 87th street, South Peoria street and South Sangamon street; and

WHEREAS, On July 7, 1883, the said Mathias Schmidt, being still the owner of the said and hereinbefore described property, made and platted a new subdivision of the same, Doc. (480, 414,) in which re-subdivision the said South Peoria street and alleys in blocks one (1) and two (2), previously platted, were ignored and eliminated therefrom, and West 86th place and other east and west alleys were substituted therefor; and

WHEREAS, That portion of South Peoria street and the alleys first platted, in blocks one (1) and two (2), by the said Mathias Schmidt on June 5, 1882, were never accepted or made use of by the City of Chicago; and

WHEREAS, The said West 86th place, lying between South Sangamon street and Vincennes road, and likewise the alleys as platted in the re-subdivision made by the said Mathias Schmidt on July 7, 1883, have been accepted and have been made use of by the City of Chicago for a considerable term of years; and

WHEREAS, Much of said property has been sold in accordance with said re-subdivision and built upon; therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of South Peoria street lying between the south line of West 86th street and the north line of West 87th street, and all alleys in block one (1) between West 86th street, West 87th street, South Peoria street and Vincennes road, and all alleys in block two (2) between West 86th street, West 87th street, South Sangamon street and South Peoria street, as shown in the plat of Mathias Schmidt's original subdivision, dated June 5, 1882, and known as Schmidt's subdivision of the south ½ of the southeast ¼, lying west of the Chicago, Rock Island & Pacific Railroad, of the southeast ¼ of Section 32, Town 38 North, Range 14 east of the 3d Principal Meridian (Doc. 400, 188), be and the same are hereby vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty days after its passage a copy of this ordinance shall be filed for record with the Recorder of Deeds of Cook County, Illinois.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, February 27, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance granting permission to A., T. & S. F. Ry. Co. to lay a pipe underneath 12th street, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Atchison, Topeka & Santa Fe Railway Company, its successors and assigns, to lay and maintain under and across 12th street at right angles to the center thereof for a distance of forty-five (45) feet between the curb lines of said 12th street at a point sixty-three (63) feet west of the west curb line of State street and not less than two (2) feet six (6) inches underneath the surface of the pavement of said 12th street a twenty (20) inch vitrified tile pipe containing a four (4) inch steam main and a two (2) inch return therein for the purpose of transmitting steam for heating purposes from the building of said railroad company north of 12th street to the freight sheds of said company south of 12th street.

SECTION 2. The permission and authority herein granted and given shall cease and terminate ten years from and after the passage of this ordinance, or at any time prior thereto by revocation of this ordinance by the Mayor at his discretion.

SECTION 3. At the expiration of the term herein granted, the tile pipe herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and

if so removed said street shall be restored to its proper condition to the satisfaction of the Commissioner of Public Works, so that the portion of said street where said pipe had been located shall be put in the same condition and safe for public travel as the remaining portion of said street in the same block, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City of Chicago.

SECTION 4. The grantee herein, its successors or assigns, shall pay as compensation for the privilege herein granted, the sum of twenty-five dollars ($25.00) per annum during the life of this ordinance. The first payment shall be made at the time of the filing of the acceptance of this ordinance and each succeeding payment annually thereafter, and all payments shall be made at the office of the City Comptroller of the City of Chicago.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000), said bond to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, the said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force then the privilege and authority herein granted shall thereupon cease. It is made an express provision of this ordinance that the provisions herein granted shall terminate and this ordinance become immediately null and void if any default is made by said grantee in the prompt payment of any installment of the compensation hereby provided for.

SECTION 6. So long as said grantee shall enjoy the privileges granted hereunder, it, and its successors and assigns, shall at all times keep the surface of said 12th street over said pipe in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; provided, that within sixty days thereafter the grantee shall file with the City Clerk of the said City of Chicago its acceptance of this ordinance in writing and shall also file the bond herein required to be approved by the Mayor.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, February 27th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance granting permission to Geist Brothers to maintain switch track, having had the same under advisement, beg to leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing Geist Bros. Co. to construct, maintain and operate a single railroad switch track on Stewart avenue between 31st street and 32nd street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Geist Bros. Co., a corporation, its successors and assigns, to construct, maintain and operate a single railroad switch track connecting with the elevated tracks of the Pittsburgh, Ft. Wayne & Chicago Railway Company at a point about on the north line of 32nd street and extending alongside of Stewart avenue as relocated by an ordinance passed by the City Council of the City of Chicago on May 21, 1906, said initial point being about 27.9 feet above city datum, from which point said railroad switch track shall continue north on a descending gradient of about 3 per cent for a distance of about 432 feet to a point about on the south line of the new Stewart avenue as relocated at an elevation of about 14.8 feet above city datum; thence said switch track shall continue north at grade across, along and on Stewart avenue to the south line of 31st street, as indicated upon the blue print hereto attached, which is hereby made a part of this ordinance; the proposed switch track and elevations of same being shown thereon in red ink, and marked "Proposed Switch Track" and "Elevation." The location of said switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance or at any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep that portion of the public street on which said switch track is located at grade in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works; and the construction and maintenance of all of said switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore the portion of the public street occupied by said switch track to a condition safe for public travel, similar to the remaining portion of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or any which may hereafter be in force relating to the use and operation of switch tracks, railway tracks, elevated railroads and structures above streets and alleys.

No work shall be done in or about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works.

SECTION 5. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute

a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance; and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by the grantee herein by virtue of the authority herein given; and conditioned further to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. In consideration of the privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of one hundred twelve and fifty one-hundredths ($112.50) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance and the bond hereinabove provided for within thirty (30) days from the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 11th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance granting Theodore C. Keller switch track, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Theodore C. Keller, his heirs, executors and assigns, to construct, maintain and operate one (1) single railroad switch track and cars thereon with steam or other suitable power, connecting with the elevated roadbed and tracks of the Chicago and Western Indiana Railroad Company in block twenty-seven (27), South Branch Addition, at a point between the south line of 23d place and another point one hundred and fifty (150) feet south thereof at an elevation of above twenty-seven and five-tenths (27.5) feet above city datum, and extending from said initial point northerly and crossing 23d place at a point not more than eighty (80) feet west of the most westerly track of the Chicago and Western Indiana Railroad Company as the same is now located by means of the construction of a subway in 23d place, where the elevation of the level

of the top of the rail of said switching track shall not be less than twenty-seven and five-tenths (27.5) feet above city datum, so that there shall be no depression of the street at said subway, and descending gradually from the said grade at said street to such level as may be convenient, and in so doing also crossing the alley between 23d place and 23d street in block six (6), South Branch Addition, as shown in red and marked "Exhibit A-B" on the plat hereto attached, which for greater certainty is made a part of this ordinance. The crossing of said 23d place, as mentioned above, shall be made by means of a subway of such dimensions, specifications and other details as described in Section 4-a of this ordinance.

SECTION 2. Said switching track shall be elevated or constructed upon a trestlework structure between the abutment walls of the street mentioned in this ordinance.

SECTION 3. The said elevated switching track shall be carried across 23d place on a suitable bridge of one or two spans, whose superstructure shall consist of iron or steel main girders with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structure upon the subway beneath.

The said bridge shall be supported on the abutments of the bridge sustaining the main tracks of said railroad company across the said 23d place and such extensions thereof as may be necessary, and such extensions shall be of concrete, stone or brick masonry, or on rolls of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right-of-way and in curved lines of the intersecting avenues and streets as provided in the schedule of subways herein contained; and said railroad company shall permit the sidetrack hereby authorized to be connected with its said main tracks.

SECTION 4. A subway shall be constructed beneath the said switching track of Theodore C. Keller where said switching track is intersected and crossed by 23d place.

SECTION 4-a. The subway mentioned in Section 4 of this ordinance shall be constructed with the elevation upon which said switching track is to be placed and shall, as to size, dimensions, location and other details, be in accordance with the following schedule:

Subway in 23d place, under the switching track of Theodore C. Keller. (Street 40 feet wide.)

There shall be no depression of the street.

The floor of the subway shall be not less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway under the tracks of the Chicago & Western Indiana Railroad Company, and on the west to a connection with the established grade of the street in 23d place.

Width between walls of subway, 40 feet.

Width of roadway, 30 feet in subway.

Width of sidewalks, 5.0 feet in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of the sidewalks shall be uniform with the roadway and about 1 foot above the level of the same.

Clear head-room, 12.0 feet.

SECTION 5. All the work hereinbefore required to be done by said Theodore C. Keller, or upon or in connection with the public streets of the city mentioned in this ordinance, shall be done and performed under the supervision and subject to the inspection and approval of

the Commissioner of Public Works of the City of Chicago. At least ten (10) days prior to the commencement of any part of such work the plans and specifications thereof shall be submitted to the Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance, in so far as this ordinance contains specific provisions, and in the absence of such provisions, if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 6. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance and shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine. This ordinance is subject to repeal at any time by the Mayor in his discretion.

SECTION 7. The operation and maintenance of the elevated switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, elevated railroads and structures above streets and alleys; and the construction and maintenance of said elevated switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 8. During the life of this ordinance the grantee herein shall keep the portion of the streets and alleys under the said elevated switch tracks in good condition and repair safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted by expiration of time or otherwise said grantee shall remove said switch tracks and all appurtenances thereto, and shall forthwith restore the portions of said streets and alleys occupied by said switch tracks to a condition safe for public travel, similar to the remaining portions of said streets and said alleys in their respective lots, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 9. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 10. In consideration of the privileges herein granted the said

grantee, his heirs, executors and assigns, shall pay to the City of Chicago the sum of seventy-five dollars ($75.00) per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance and subsequent payments annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, or his heirs, executors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 11. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file his written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, February 27th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting Marshall Field & Co. bridge over Holden court, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Authorizing the construction and use of a covered passageway across Holden place connecting the building of Marshall Field & Company.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Marshall Field & Company, a corporation, its successors and assigns, to construct, maintain and use a bridge or covered passageway across Holden place connecting the building on Lot six (6) in Assessor's Subdivision of Lots six (6), seven (7), eight (8) and the south one-half (½) of Lot five (5) on the one side with the building on Lots nine (9), ten (10 and eleven (11) on the other side, all in Block thirteen (13), Fort Dearborn Addition to Chicago. And in the meantime, until the bridge or covered passageway herein authorized shall be constructed, to maintain and use the existing bridge or passageway, with the same effect in all respects as if the same were constructed under the provisions of this ordinance. Said new bridge or covered passageway when erected shall be constructed of incombustible material in accordance with the building ordinances of the City of Chicago, and shall be either wholly in lieu of or an enlargement of the bridge or covered passageway in said location now in existence; and the same shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and to his satisfaction and approval. The location of said bridge or covered passageway shall be substantially as shown on the plat hereto attached, which is hereby made a part of this ordinance, and a copy of said plat and plans and specifications for the construction of the bridge or covered passageway herein authorized, all of which shall first be approved by the Commissioner of Public Works, shall at all times be kept on file in the office of said Commissioner. The lowest portion of said bridge or covered passageway shall not be less than eighteen (18) feet above the grade of Holden place, and said bridge or covered passageway shall not exceed one hundred and eighty (180) feet in height nor twenty-four (24) feet in width, nor comprise more than eleven (11) stories. Such bridge

or covered passageway need not be constructed the full height herein authorized at one time, but if built at different times a permit shall be obtained for each portion erected until the whole is complete, and each portion thereof as constructed from time to time shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and to his satisfaction and approval.

No permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway, or any portion thereof, until plans and specifications for the completed structure shall first have been submitted and approved by the said Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or otherwise, said grantee shall remove said bridge or covered passageway without cost or expense of any kind whatsoever to the City of Chicago, and in the event of the failure, negligence or refusal on the part of said grantee, its successors or assigns, to remove said bridge or covered passageway upon the termination of the privileges herein granted, then the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors or assigns.

SECTION 3. In consideration of the privileges herein granted, and as compensation therefor, said Marshall Field & Company, its successors and assigns, shall pay to the City of Chicago the sum of twenty-nine hundred eight and thirty-five one-hundredths dollars ($2,908.35) per year, payable annually in advance; the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter during the time the existing bridge or covered passageway shall be maintained; and upon the construction of a new bridge or covered passageway or in case of the enlargement of the present bridge or covered passageway, the said Marshall Field & Company, its successors and assigns, shall pay to the City of Chicago yearly in advance such annual sum as shall be determined by the Compensation Committee of the City Council of the City of Chicago prior to the issuance of a permit for the construction of such new bridge or covered passageway or the enlargement of same.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall fail promptly to pay any installment of said compensation.

SECTION 4. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time

during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 5. The ordinance passed by the City Council of the City of Chicago June 6th, 1892, by which permission and authority was granted to John M. Pashley and his assigns to construct a bridge or covered passageway across the alley running between Lots nine (9), ten (10) and eleven (11) on one side and Lot six (6) in Assessors Division of Lots six (6), seven (7), eight (8), etc., on the other, all in Block thirteen (13), Fort Dearborn Addition to Chicago, is hereby repealed.

SECTION 6. This ordinance shall take effect and be in force from and after December 1st, 1906; provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred ordinance granting permission to the Orchestral Association to construct a canopy, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Orchestral Association, a corporation, its successors and assigns, to construct, maintain and use a canopy over the sidewalk on Michigan avenue, from the building known as Orchestra Building, located at Numbers 165, 167 and 169 Michigan avenue, which canopy shall be constructed of incombustible material.

The lowest portion of said canopy shall be no less than twelve (12) feet above the surface of the sidewalk over which said canopy projects, shall not extend more than twenty (20) feet and one and three-quarters (1¾) inches beyond the face of the wall of said building and shall not exceed fifty-five (55) feet in width.

The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall first be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works; and no permit shall be issued allowing any work to be done in and about the construction of said canopy herein authorized, until such plans and specifications have first been submitted to and approved by the Commissioner of Public Works and the said Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee shall remove said canopy, without cost or expense of any kind whatsoever to the City of Chicago.

Provided, That in the event of failure, neglect or refusal on the part of said grantee, its successors or assigns, to remove said canopy, when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors and assigns.

SECTION 3. In consideration of the privileges herein granted, and as compensation therefor, the said Orchestral Association, its successors or assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty-five ($25.00) dollars per year, payable annually in advance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter, provided that if default is made in the payment of any of the installments of compensation herein provided for, the privileges herein granted shall immediately terminate and this ordinance shall become null and void.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall have first been issued by the Commissioner of Public Works authorizing such work to proceed; and no permit shall issue until the first annual payment herein provided for has been made at the office of City Comptroller of the City of Chicago, and a bond has been executed by the said grantee in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense or liability of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said City, from, by reason of, or on account of, the permission and authority herein granted, or the exercise by the grantee herein, its successors or assigns, of the permission and authority herein given; and conditioned further for the faithful observance and performance of all and singular the conditions and provisions of this ordinance; said bond, and liability of the sureties thereon, shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be kept in full force, then the privileges herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that the said grantee files written acceptance of this ordinance, together with the bond hereinabove provided for within thirty (30) days.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance granting the Osterman Manufacturing Company permission to maintain tracks across 120th street, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted to the Osterman Manufacturing Company, its successors and assigns, to lay down, construct, maintain and operate two push car tracks across 120th street, to be located as follows: One commencing at a point twenty-five

(25) feet east of Peoria street and running thence north parallel with said street across 120th street to the north line thereof; the other commencing at a point twenty-five (25) feet west of Green street and running thence north parallel therewith across 120th street to the north line thereof. Said tracks to be of the width of standard gauge railroad tracks and to be used for cars or conveyances to be propelled by hand only.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portion of 120th street as is occupied by said push car tracks in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said push car tracks and all the appurtenances thereto, and shall forthwith restore the portion of 120th street occupied by said push car tracks to a condition safe for public travel, similar to the remaining portion of that street in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the push car tracks herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized, until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges herein granted, the said grantee shall pay to the City of Chicago the sum of one hundred ($100.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force

throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect anl be in full force from and after its passage and approval, provided that the acceptance hereinabove mentioned and the bond hereinabove mentioned be filed within thirty (30) days from the passage hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee, to whom was referred an order to grant C. P. Anderson a permit for a cement walk, submitted a report recommending that the same be placed on file.

Ald. Bihl moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance granting A. Booth and Company permission to maintain a canopy, having had the same under advisement beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

AN ORDINANCE

Providing for the erection of a canopy on the building of A. Booth and Company, Desplaines street and Grand avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to A. Booth and Company, its successors and assigns, to construct, maintain and use a canopy over the entrance of its building, situate and known as Number 183 Desplaines street, projecting over the sidewalk from said building at the corner of Desplaines street and Grand avenue, which canopy shall be constructed of incombustible material. The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall first be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works; and no permit shall be issued allowing any work to be done in and about the construction of said canopy herein authorized, until such plans and specifications have first been submitted to and approved by the said Commissioner of Public Works and the said Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by the lapse of time, or by the exercise of the Mayor's discretion as aforesaid, said grantee shall remove said canopy without cost or expense of any kind whatsoever to the City of Chicago. Provided, that in the event of a failure, neglect, or refusal on the part of the

said grantee, its successors or assigns, to remove said canopy when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors or assigns.

SECTION 3. In consideration of the privileges herein granted and as compensation therefor, said grantee, its successors or assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty-five ($25.00) dollars per year, payable annually, in advance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter, and it is expressly understood and agreed that if any default is made in the payment of said compensation, the privileges hereby granted shall at once terminate.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall first have been issued by the Commissioner of Public Works authorizing such work to proceed; and no permit shall issue until the first annual payment herein provided for has been made at the office of the City Comptroller of the City of Chicago, and a bond has been executed by the said grantee in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense, or liability of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said city from, by reason of, or on account of the permission and authority herein granted, or the exercise by the grantee herein, its lessees or assigns, of the permission and authority herein given; and conditioned further for the faithful observance and performance of all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that the said grantee file a written acceptance of this ordinance, together with the bond hereinabove provided for, within thirty (30) days.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance granting Oscar Schreiber permission to maintain sidewalk elevator, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Oscar Schreiber, his heirs, executors and assigns, to construct and maintain sidewalk elevator and steel door over same in the sidewalk in front of the premises known as 439 South Halsted street, said door to be of the dimensions of three (3) feet by four (4) feet six (6) inches, and to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, copy of said plans

to be kept on file in the office of the Commissioner of Public Works. Said elevator and door shall be constructed in a safe and workmanlike manner and under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the discretion of the Mayor, as aforesaid, said grantee, his heirs, executors or assigns, shall restore said portion of the sidewalk at the place where said door is located to a condition satisfactory to the Commissioner of Public Works, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall be issued until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense of any kind whatsoever, which may be suffered by it, the said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said City by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantee, his heirs, executors and assigns, shall at all times keep the sidewalk in which said door is located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. Said grantee, or his heirs, executors and assigns, shall pay to the City of Chicago as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum in advance, the first payment to be made on the date of the passage of this ordinance, and subsequent payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his heirs, executors or assigns, shall fail promptly to pay any installments of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing of the acceptance in writing of this ordinance by the said grantee, and the filing of the bond herein provided for.

A. J. HARRIS,
Acting Chairman.

POLICE DEPARTMENT AND BRIDEWELL.

The Committee on Police Department and Bridewell, to whom was referred an ordinance amending the Revised Code of 1905 concerning the impersonation of officers; also, two ordinances referred April 25, 1904, an opinion from the Corporation Counsel referred June 6, 1904, and a protest referred June 20, 1904, concerning a police signal service bureau, submitted reports recommending that the same be placed on file.

Ald. Bradley moved to concur in the reports.

The motion prevailed.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and is hereby directed to issue a permit to the Illinois Plumbing Company to erect a sign 14 feet in length by 10 inches in width, projecting from the front of the building, above the door, of the premises described as No. 1428 Wabash avenue; said sign to be erected and maintained in accordance with the rules and regulations of the Department of Public Works, and said permit to be subject to revocation by the Mayor at his discretion.

SECOND WARD.

Ald. Dixon presented an order in favor of the Hahnemann Hospital for a 12-inch pipe across Groveland avenue, which was

Referred to the Committee on Streets and Alleys, South Division.

THIRD WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for grading and paving with asphalt the present roadway of Calumet avenue from 38th street to 39th street.

By unanimous consent, on motion of Ald. Foreman, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Rice—53.

Nays—Brennan—1.

FOURTH WARD.

Ald. Dailey presented the claim of M. Ryan for refund for sidewalk at street intersection, which was

Referred to the Committee on Finance.

FIFTH WARD.

Ald. McCormick presented the petition of R. Hoerder and Geo. B. Leiter for increases in salary, which was

Referred to the Committee on Finance.

SIXTH WARD.

Ald. Young presented the following order, which was, on motion duly passed:

Ordered, That the Committee on State Legislation be and is hereby directed to take up for immediate consideration the recommendation of Former City Attorney Frank D. Ayers for the establishment of a Court of Claims.

Ald. Young presented the claim of M. C. McDonald for refund of water tax, which was

Referred to the Committee on Finance.

SEVENTH WARD.

Ald. Bennett presented the following order:

Ordered, That an order passed by the City Council March 4, 1907, and appearing on page 3390, Council Proceedings, authorizing the issuance of a voucher to the Great Lakes Dredging and Dock Company covering the amount of five per cent reserve held by the City under contract for the construction of the foundation, etc., of the 39th street pumping station, and an order of the same date and page relating to the reserve under contract for construction of a breakwater and protection pier at the foot of 39th street, be and the same are hereby amended by striking therefrom the words, "Great Lakes Dredging and Dock Company," and by inserting in lieu thereof the words "Lydon and Drews Company."

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

The Board of Local Improvements submited a recommendation, estimate and ordinance for cement sidewalks on both sides of 58th street from Michigan avenue to State street.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of 63rd street from South Park avenue to State street produced south.

By unanimous consent, on motion of Ald. Bennett, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to withdraw the advertisement appearing in the Chicago Journal for the sale of cinders at the 68th street pumping station, and that he be further directed to give all of the cinders at the 68th street pumping station to the

Ward Superintendents for use in the various wards on streets and alleys.

Ald. Moynihan presented orders for a cement sidewalk on both sides of 79th street from Saginaw avenue to Sherman avenue, and on both sides of Marquette avenue from 79th street to 81st street, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a 6-foot cinder sidewalk on both sides of Ontario avenue, from 89th street to 90th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a 6-foot cinder sidewalk on both sides of Ontario avenue, from 89th street to 90th street," passed January 2, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed June 19, 1906, Warrant 34264, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented the following order, which was, on motion, duly passed:

Ordered, That the Public Bath now being erected in the Ninth Ward at the northeast corner of Union and Dusold streets be named and known as the Charles R. Crane Bath.

Ald. Harris presented the following ordinance, which was referred to the Committee on Judiciary:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Sections 1258, 1259, 1260, 1261, 1264, 1266, 1267 and 1271 of the Revised Municipal Code of Chicago of 1905 be and the same are hereby amended so as to read as follows:

"1258. **Workshop Defined.**) Any place where goods or products are manufactured or repaired, cleaned or assorted, in whole or in part, for sale or wages, shall be taken and be held to be a workshop; and whenever any house, room or place is used for the purpose of carrying on any process of making, altering, repairing, or finishing for sale or for wages any coats, vests, trousers, knee pants, underwear, overalls, cloaks, shirts, women's waists, or for the sewing on of any tags or labels on clothing, or for the making of any purses, feathers, artificial flowers, cigarettes or cigars, or for any article of wearing apparel of any kind whatsoever intended for sale, it shall be deemed a workshop for the purposes of this article.

No article of wearing apparel intended for sale shall be manufactured, finished, altered or repaired in any room or part of any tenement house or dwelling when such room or part of such tenement or dwelling is used during any portion of the day or night as a kitchen, or used for eating or sleeping purposes; pro-

vided, that nothing in this section contained shall be construed to prevent the maintenance of a workshop or the same from being conducted in a room of a tenement or dwelling set apart to be used exclusively for that purpose when duly licensed according to the provisions of this chapter.

"1259. **Condition—Inspection—Stamping.**) Every such workshop shall be kept in a cleanly condition, and each and all of the garments made, altered, repaired or finished in any such workshop shall be subject to the inspection and examination by the health department of the city, and the inspectors thereof; and it shall be the duty of the Commissioner of Health, upon such inspection, to stamp all articles of wearing apparel which shall have been manufactured, altered, repaired or finished in any room used as a kitchen, or for eating or sleeping purposes, as 'Tenement Made', and to mark or cause to be marked, branded or stamped indelibly, conspicuously and securely upon any such article or any parts of the same so made, altered or finished, the words 'Tenement Made' in small pica capital letters. These words shall be marked, branded or stamped upon such articles in at least three separate places or positions. It shall be unlawful for any person to deface, cover, alter, remove or obliterate such a mark, brand or stamp after it has once been affixed, under penalty of not less than five dollars nor more than fifty dollars for each such stamp, mark or brand so altered or destroyed; provided, that nothing in this section shall be construed to authorize the manufacture, alteration or repair of any such article in any such room used as a kitchen or for eating or sleeping purposes.

"1260. **Unclean, Abated—Register.**) Every such workshop which shall not be kept in a cleanly condition and free from vermin and every matter of an infectious or contagious nature is hereby declared to be a public nuisance, and it shall be the duty of the Commissioner of Health to cause the same to be abated. Every person, firm or corporation, contracting for the manufacture, cleaning or assorting, altering, repairing or finishing of any of the articles heretofore mentioned in this chapter, or interested in the giving out of material from which they or any part of them are to be manufactured, altered, repaired or finished, shall prepare and keep a register of the names and addresses, clearly written in English, of the persons, firms or corporations to whom such articles or materials are given to be manufactured, repaired, altered or finished, or with whom they have contracted to do the same. It shall be the duty of such persons before giving out the same to ascertain from the Commissioner of Health whether the workshop or whether that portion of the tenement house or dwelling which is set apart or to be set apart for such use is licensed as provided for in this article. It shall be unlawful for any person, firm or corporation to give out any material to be manufactured, cleaned, assorted, altered, repaired or finished, in whole or in part, to any person, firm or corporation without knowing or having ascertained that said person, firm or corporation has secured a license for the place at which such material is to be manufactured, cleaned, assorted, altered, repaired or finished in whole or in part as provided for in this article.

Every such list or register as hereinbefore referred to shall be produced for inspection on demand by the Commissioner of Health or upon demand made by any one of the city's inspectors. It shall be the duty of every person, firm or corporation before giving out such material as hereinbefore mentioned to notify the Commissioner of Health in writing, giving the names of each such person who proposes to do or have done work of manufacturing, altering, repairing or finishing in whole or in part of any such material, and to also notify him

in writing of the location by street and number where such material is to be so manufactured, altered, repaired or finished.

It shall be the duty of every person, firm or corporation who has been licensed to operate a workshop, in case of removal from the place from which a license was secured, to notify the Commissioner of Health in writing immediately of such removal, and to further state in such notification the location of the premises by street and number to which he removes his workshop, or in which new place he conducts a workshop if he continues in business.

"1261. **License Required—Fee—Annual.**) No person, or persons, firm or corporation, shall carry on, keep, maintain or operate any such workshop without having first been licensed so to do by the city. Every person, firm or corporation carrying on, keeping, maintaining or operating any such workshop shall annually, on the first day of May of each year, pay a license fee of two dollars per year for each such workshop so maintained by him or them, which license shall be issued and be good for a period ending with the first day of May following the issuance and delivery thereof.

"1264. **Revocation of License.**) If at any time after the granting of any such license the Commissioner of Health shall certify to the Mayor that the health of the city, or of the persons employed in any such workshop, is endangered by the maintenance of such workshop, or shall certify that any such workshop is kept in an unclean or unsanitary condition, it shall be the duty of the Mayor to revoke the license thereof.

"1266. **Penalty.**) Any person or persons, firm or corporation, who violates any of the above provisions shall be fined not less than twenty-five dollars nor more than two hundred dollars for each offense.

Every day on which any workshop shall be maintained, kept, carried on or operated, without a license, shall be construed as a separate and distinct offense.

"1267. **Ventilation of Factories, Workshops, etc.**) No person, being the owner, proprietor, lessee, manager or superintendent of any store, factory, workshop or other structure or place of employment where workmen and workwomen are employed for wages, shall cause, permit or allow the same or any portion or apartment of, or any room in such store, factory, workshop or other structure or place of employment, to be overcrowded or inadequate, faulty or insufficient in respect of life, ventilation, heat and cleanliness; and in every such building or apartment, or room in any such building, where one or more persons are employed as aforesaid, at least five hundred small cubic feet of air space shall be allowed to each and every person employed therein, and fresh air supplied by ventilation at the rate of four complete changes of air per hour during the hours of employment. No part of such air supply shall be taken from any cellar or basement.

Every building hereafter erected which is designed for or to be used as a store, office building, factory, hall or place of public assembly, or place of amusement, workshop, or other structure, or place of employment, except such buildings, or parts of buildings, as may be used for storage or like purposes, and except those in which a positive mechanical ventilating plant or system is to be installed providing for and supplying at least two thousand cubic feet of clean, fresh air per hour from which all foreign matter, dust, impurities, etc., have been removed, for each five hundred cubic feet of cubical contents of such building or parts of buildings as are used for human occupancy, shall have built

into a wall or walls of the same or otherwise provided permanent, vertical ventilating ducts of a total uniform cross sectional area providing for an opening having at least two-thirds of one square inch of wall register opening and ventilating flue or duct area for each square foot of floor area of such store, factory, office building, hall, or place for public assembly or place of amusement, workshop, structure or other place of employment. Where the same ventilating flue or duct is used for one or more floors, rooms, or apartments adjoining or placed vertically with reference to each other, such ventilating flue or duct shall be increased in area proportionately to the amount of floor area added in such adjoining or other floors, the rooms of which are to be ventilated through the provided ventilating flues or ducts. All such ventilating flues or ducts shall be carried through and open above the roof, and shall be without dampers or other obstructions except as herein provided for at the wall registers upon the wall face, and such flues or ducts shall be of smooth interior finish throughout. The tops of all ventilating flues or ducts are to be provided with ventilating cowls to prevent the admission of rain or snow and the same shall be so arranged as to also prevent down drafts and so as not to reduce the area of the vent flues or ducts. The opening from the inside wall surface into the ventilating flues or ducts hereinbefore referred to shall be placed between eight and eleven feet from the floor line of each room and the same shall be so distributed as to ventilate proportionately and evenly each room and all portions of the same on any floor or floors previously referred to. The auxiliary air passage from the wall register opening or openings from the inside face of the wall into the ventilating flue or duct shall be of a cross sectional area equal to the wall register opening and the same shall be continuous without restrictions. The area of each main ventilating flue or duct shall equal the total area of the auxiliary flues or ducts leading from the wall register opening to each of the main ventilating flues or ducts. It is further provided that an area equal to one-third of one square inch of wall register opening for each square foot of floor area shall be a permanent unobstructed opening. It is provided that one-half of the area of the specified wall register opening or openings, but not more than one-half of each register opening, may be fitted or provided with a movable damper which shall be arranged so as to be easily operated from the inside of the room.

In all buildings not mechanically ventilated there shall be provided openings in the exterior wall surface or in windows or skylights or otherwise, to provide for the admission of at least two thousand cubic feet of fresh air per person per hour for each occupant of the building.

In all existing buildings used for the purposes hereinbefore set forth, and in all those existing buildings which are not now so used but which are or may be in whole or in part hereafter converted to such use, there shall be provided ventilating ducts or mechanical ventilating systems as above specified and set forth, or there shall be placed and fixed in exterior windows such ventilating device having openings for the admission and distribution of fresh air and for ventilating purposes in proportion to the above described areas and for the hereinbefore mentioned purposes. The ventilating arrangements hereinbefore described shall be kept and maintained so as to accomplish at all times the purposes of their installation.

Nothing in this article shall be taken to be a waiver of the Health Commissioner's powers or rights to cause the abatement of foul, offensive, or vitiated condition of the air or atmosphere in any building hereinbefore mentioned in such manner as he shall direct.

No building plans pertaining to any of the hereinbefore mentioned buildings shall be approved by the Commissioners of Health or Buildings, and no permit issued upon them unless they show that the provisions of this section as to ventilation are to be complied with.

"1271. **Penalty.**) Any person or persons, firm or corporation, being the owner, proprietor, manager, lessor, and any person or persons, firm, or corporation being in charge, possession or control of any store, factory, office building, hall, or place of public assembly or place of amusement, workshop or other structure, or place of employment, who shall violate any of the provisions hereinbefore set forth, shall be fined not less than twenty-five dollars nor more than two hundred dollars for each offense.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

TENTH WARD.

Ald. Hurt presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Pilsen Foundry and Iron Works to construct, maintain and operate a platform or team scale and necessary operating appurtenances in the alley adjoining the premises known as 609 West 22nd street, as shown in the plat hereto attached, which for greater certainty is made a part of this ordinance.

The location of said scale and work of construction necessary in and about the placing of said scale shall be done under the supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor, whereupon this ordinance shall become null and void, and the ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

SECTION 3. During the life of this ordinance the said grantee shall at all times keep this scale and the portion of the alley immediately surrounding the same in good condition and repair and safe for public travel, to the satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 4. At the expiration of the term herein granted the said grantee, its successors or assigns, shall forthwith remove said scale and its appurtenances, and restore the alley to its proper condition to the satisfaction of the Commissioner of Public Works, so that the portion of said alley where this scale had been located shall be put in the same condition as the other parts of said alley in the same block.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Comissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense of any kind whatsoever which may be suffered by said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by

reason of any act or thing done under or by the authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. The said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges and authority herein granted shall thereupon cease.

SECTION 6. This ordinance shall be in force and effect from and after its passage and upon the filing of an acceptance in writing of this ordinance by the said grantee and a filing of the bond herein provided for.

SECTION 7. The said grantee agrees to pay to the City of Chicago as compensation for said scale the sum of twenty-five ($25.00) dollars per annum in advance from date of passage of this ordinance. Upon default in the payment of any of the installments of compensation hereby fixed at the time herein prescribed, the rights and privileges hereby granted shall cease and determine and this ordinance shall become null and void.

Which was, by unanimous consent, on motion of Ald. Hurt, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

THIRTEENTH WARD.

Ald. Riley presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install electric lights on Flournoy street from Rockwell street to 40th avenue.

Ordered, That the Corporation Counsel be and he is hereby directed to make a thorough investigation as to the validity of the building laws pertaining to buildings of Classes 4 and 5, and report result of same to this Council.

Ald. Riley presented an order for paving alley between Walnut and Fulton streets and Homan and Central Park avenues, which was

Referred to the Board of Local Improvements.

FOURTEENTH WARD.

Ald. Harkin presented the following resolution, which was, on motion, duly adopted:

WHEREAS, Section 121 of the Revised Code of Chicago, makes it unlawful for any person or corporation to sell or engage in the business of selling at a premium, tickets of admission to any place of amusement; and

WHEREAS, Sections 118, 119 and 120 of said Code provide other requirements governing the diagram of seats sold, etc.; and

WHEREAS, The said ordinances have been, since their adoption by the City Council, ignored and openly violated to such an extent that now there are many persons engaged in the business proscribed by said ordinances, said persons having fixed stands in many of the hotel lobbies of the city and various cigar stores and other places in this city, and by advertisements of different kinds solicit patronage; and

WHEREAS, The City Council did some months ago, upon an order introduced by Ald. Pringle, direct the Chief of Police to enforce the said ordinances, but evi-

dently without effect; now, therefore, be it

Resolved, That the said Chief of Police be and he is again hereby directed to enforce said ordinances and to report to this Council at the next regular meeting what steps he has taken in compliance with this and the said former order.

Ald. Harkin presented the claim of J. J. Wade and Son Company for refund of deposit for water meter, which was

Referred to the Committee on Finance.

Ald. Maypole presented an ordinance vacating an alley in Block three (3) of Eberhart and Wilbur's Subdivision, and an ordinance vacating an alley in Block thirty-eight (38) of Canal Trustees' Subdivision, which was

Referred to the Committee on Streets and Alleys, West Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Lee place from North Hoyne avenue to North Robey street.

By unanimous consent, on motion of Ald. Harkin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

SIXTEENTH WARD.

Ald. Nowicki presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to Wm. Karnopp and M. Bendheim, president and secretary respectively of the Milwaukee Avenue Improvement Association, authorizing the use of city water from fire hydrants on Milwaukee avenue from Carpenter street to Robey street, without cost, from March 13, 1907, to November 15, 1907, in consideration of the cleaning of the said Milwaukee avenue from Robey street to Carpenter street; said permit to contain a condition that if said Wm. Karnopp and M. Bendheim shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the City the full rate for all water used from the date of the issuance of said permit, and if said Wm. Karnopp and M. Bendheim shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Wm. Karnopp and M. Bendheim until all charges have been paid.

Ald. Nowicki presented an ordinance vacating a public alley in Sheffield's Addition to Chicago, which was

Referred to the Committee on Streets and Alleys, West Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt a system of streets as follows: Brigham street from North Ashland avenue to North Wood street, etc.

By unanimous consent, on motion of Ald. Nowicki, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, Mc-

Cormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with asphalt North Hermitage avenue from West North avenue to Armitage avenue.

By unanimous consent, on motion of Ald. Schermann, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with asphalt Macedonia street from West Division street to Ellen street.

By unanimous consent, on motion of Ald. Nowicki, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

SEVENTEENTH WARD.

Ald. Dever presented the claim of James Harrison for wages, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of Chase street, from West Chicago avenue to Cornell street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of Chase street, from West Chicago avenue to Cornell street," passed July 9, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket No. 31218 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dough-

erty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Powers presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Franklin Union No. 4 to string a banner for a period of 30 days, corner of Halsted and Congress streets.

TWENTIETH WARD.

Ald. Stewart presented an order and petition for paving Flournoy street between Oakley boulevard and Leavitt street, and an order for paving alley between Madison street, Warren avenue, Wood street and Lincoln street, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Emerson avenue from North Oakley avenue to North Wood street.

By unanimous consent, on motion of Ald. Stewart, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

TWENTY-SECOND WARD.

Ald. Dougherty presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the Stern Clothing Company to string a cloth sign across the intersection of Larrabee and Clybourn avenue for 30 days; said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

TWENTY-THIRD WARD.

Ald. Werno (and Hahne) presented an order for a sidewalk on both sides of Clybourn avenue from Willow street to Southport avenue, which was

Referred to the Board of Local Improvements.

TWENTY-FOURTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and macadamizing Perry street from Diversey boulevard to Wellington street.

By unanimous consent, on motion of Ald. Hahne, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir,

Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

TWENTY-FIFTH WARD.

Ald. Dunn presented an order for increased appropriations for the Department of Police.

Ald. Dunn moved to pass the order.

After debate, Ald. Foreman moved to refer the order to the Committee on Finance.

The motion to refer prevailed.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a sewer in Olive street from Southport avenue to a point 20 feet west of the west line of Wayne avenue.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Reinberg (for Ald. Lipps, absent) presented an order to lower water supply and service pipes in North Clark street from Peterson avenue to Cemetery Drive; which was

Referred to the Commissioner of Public Works.

Ald. Reinberg presented an order for a sewer in North Irving avenue from Clay avenue south to connect with existing sewer, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the west side of West Ravenswood Park from Argyle street to Lawrence avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the west side of Southport avenue from Addison street to Cornelia avenue, etc.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt,

Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented an order for an ordinance to prevent the digging of holes in vacant lots which allow the accumulation of water in stagnant pools, which was

Referred to the Committee on Judiciary.

Ald. Siewert presented an order for a sewer in Harding avenue from Sunnyside avenue to Montrose avenue, and an order for paving North Spaulding avenue from Bloomingdale road to Armitage avenue, which were

Referred to the Board of Local Improvements.

Ald. Blase presented the claim of W. H. Gray for rebate of water tax, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the south side of West Diversey avenue from North Kedzie avenue to Milwaukee avenue.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the west side of North 40th avenue from West Lawrence avenue to West Montrose avenue, etc.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West Leland avenue from Elston avenue to North 44th avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir,

Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing a supplemental ordinance for the improvement of North Oakley avenue, from West Fullerton avenue to Ems street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "A supplemental ordinance for the improvement of North Oakley avenue, from West Fullerton avenue to Ems street," passed June 8, 1903, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed January 7, 1904, Warrant 31091, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

TWENTY-NINTH WARD.

Ald. Wendling presented an ordinance for giving to the South Park Commissioners control of Marshfield avenue from 43rd street to 55th boulevard, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Golombiewski moved that the claim of M. Bielska for refund of saloon license fee, placed on file February 11, 1907, be taken from file and recommitted to the Committee on Finance.

The motion prevailed.

THIRTIETH WARD.

Ald. Bradley presented the claim of Mrs. Louise Geisert, for damages to property on account of track elevation, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of South Halsted street, from West 47th street to West 49th place, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of South Halsted street, from West 47th street to West 49th place," passed March 19, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket No. 30776 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

THIRTY-FIRST WARD.

Ald. O'Connell presented an ordinance amending the Revised Code of 1905 concerning signal bells at railroad grade crossings, which was

Referred to the Committee on Judiciary.

Ald. O'Connell presented an order for sewers in Honore and Lincoln streets, and Winchester avenue from 65th street to 67th street, which was

Referred to the Board of Local Improvements.

Ald. Roberts presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install electric arc lights on iron poles on the following streets: Normal avenue from 55th street to 63rd street; Princeton avenue from 55th street to 63rd street.

THIRTY-SECOND WARD.

Ald. Fisher presented the following order:

WHEREAS, The street paving contractors of this city, in doing paving of the city's streets, are not required, and for years have not been required, to excavate to within two inches of the depth required by the specifications of all street paving contracts let to them by the city; and

WHEREAS, The non-fulfillment of such requirements of said specifications has for years resulted in two inches less of paving material being put on streets than the specifications would require were such specifications adhered to in the performance of the work; and

WHEREAS, Such non-compliance with contract specifications, extending over a considerable term of years, has resulted in the paving contractors having put many hundreds of thousands of dollars' worth less of paving material upon the streets of Chicago than a rigid compliance with such specifications would have compelled; therefore be it

Ordered, That the Board of Local Improvements be and it is hereby directed to require, in the letting of all street paving contracts and in the enforcement of said contracts, that the contractors on street pavements be compelled to adhere strictly to the letter of the contract in regard to the sub-grade for pavements and that, in grading the street, no allowance be made for a further subsidence of the street grade while placing the pavement thereon.

After debate, Ald. Cullerton moved to refer the order to the Board of Local Improvements for a report.

The motion prevailed.

Ald. Fisher presented an order for water service pipes in West 73d place and West 74th street, from Ada street to Loomis street, which was

Referred to the Board of Local Improvements.

Ald. Badenoch presented the following order, which was, on motion, duly passed:

WHEREAS, The completion of the proposed Illinois Ship Canal at the earliest possible moment is a matter of vital in-

terest to the City of Chicago; therefore, be it

Resolved, That His Honor, the Mayor, is hereby authorized and requested to appoint a special committee of nine members of this Council whose duties shall be to co-operate with our representatives in Congress and do everything within their power to create public sentiment and promote such action by the Congress of the United States as shall result in their appropriating the necessary funds for the construction of said Ship Canal. Said committee is hereby empowered, if it be found necessary so to do, to employ a secretary, and the Finance Committee is hereby directed to make sufficient appropriation to cover his salary.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Union avenue from West 69th street to West 71st street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets, as follows, to-wit: On the south side of West 100th street from Wallace street to Parnell avenue, etc.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in Harvard avenue from Vincennes road to West 75th street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented the claim of Lizzie Davins for rebate of special water pipe assessment, which was

Referred to the Committee on Finance.

Ald. Bihl presented an ordinance vacating the street on the dividing line

between Sections ten (10) and eleven (11), in Township 37-14-3, which was

Referred to the Committee on Streets and Alleys, South Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of 72d place from Ridgeland avenue to 125 feet east of Ridgeland avenue.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Kohout presented an ordinance concerning the making of contracts and the expenditure of money appropriated for certain of the city executive departments, which was

Referred to the Committee on Finance:

Ald. Kohout presented the claims of Mrs. J. H. Moore and Fred Schultz for rebates of special assessments, which were

Referred to the Committee on Finance:

THIRTY-FIFTH WARD.

Ald. Race presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the name of Wilcox avenue be and the same is hereby changed to Adams street from 52nd avenue to Central avenue; also, that the name of the street now known as Adams street between 48th avenue and Central avenue be and the same is hereby changed to Quincy street.

SECTION 2. That all ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

SECTION 3. This ordinance shall be in force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Race, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

Ald. Race presented an order for water supply pipes in North Central Park avenue from Grand avenue to Thomas street, and an order for a sewer and a water supply pipe in Colorado avenue from 48th avenue to 50th avenue, which were

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt North 51st avenue from West Chicago avenue to Augusta street.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with slag macadam Park avenue from Augusta street to Division street.

By unanimous consent, on motion of Ald. Race, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for water supply pipes in West Division street, from Willow avenue to Park avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for water supply pipes in West Division street, from Willow avenue to Park avenue," passed February 18, 1907, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was on motion duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance prohibiting the use of telephones, etc., in connection with the placing of bets, etc., deferred and published February 18, 1907, page 3301, and deferred March 4, 1907, page 3397.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

Ald. Powers moved to recommit the report and ordinance to the Committee on Judiciary.

Ald. Dever moved to lay on the table the motion to recommit.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Dixon, Foreman, Pringle, Dailey, Young, Bennett, Moynihan, Derpa, Hurt, Zimmer, Uhlir, Riley, Harkin, Smith, Beilfuss, Schermann, Sitts, Dever, Stewart, Finn, Reese, Foell, Werno, Hahne,

Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—41.

Nays—Kenna, Coughlin, Martin, McCormick, Cullerton, Hoffman, Nowicki, Brennan, Powers, Bowler, Dougherty, Jacobs, Wendling, Golombiewski—14.

After debate, Ald. Dixon moved to postpone further consideration of the ordinance for two weeks and to make it a special order of business at 8:30 o'clock P. M.

The motion prevailed.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary on an ordinance and order concerning the storage of gasoline, deferred and published March 4, 1907, page 3351.

Ald. Dever moved to amend Section 3 of the ordinance recommended by the committee as published on page 3352, by striking out the number "500" from the tenth line of said Section and by inserting in lieu thereof the number "300"; and by striking out the word "three" from the twenty-second line and inserting in lieu thereof the word "two."

The motion prevailed.

Ald. Dever moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Concerning the storage of gasoline under the alleys of the City of Chicago and providing for the construction, maintenance and use of tanks imbedded under said alleys for the storage of gasoline in the City of Chicago, by private persons.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall not be lawful for any person or persons, corporation, firm or co-partnership to construct, maintain and use tanks imbedded under the surface of the alleys in the City of Chicago for the storage of gasoline, except upon compliance by the said person or persons, corporation, firm or co-partnership with the conditions hereinafter mentioned.

SECTION 2. No person or persons, corporation, firm or co-partnership shall use any space underneath the surface of any alley in the City of Chicago for the construction, maintenance or use of any tank thereunder for the storage of gasoline, without first obtaining a permit so to do from the Commissioner of Public Works of the city, and no such permit shall be issued without first being approved by the Commissioner of Buildings and the Fire Marshal of the City of Chicago, and no such permit shall be transferred or assigned nor shall any right or privilege thereunder be transferred or assigned without the written consent of the Commissioner of Public Works, and said permit may be revoked by the Mayor at any time.

SECTION 3. Applications for such permits shall be in writing, stating specifically the space desired, its length, breadth and depth, together with the measurement in feet from the surface of the alley to the top of such tank. The application shall also contain the specifications of the tank to be used which shall be as follows: The capacity of such tanks shall not exceed 300 gallons and said

tanks shall be made of 12 gauge steel either galvanized or coated with rust proof paint, and shall be riveted, soldered, caulked and coated on the outside with tar or other rust resisting material, shall have no openings or pipe connections except on the tops thereof, and shall not be connected either directly or indirectly with any public or private sewer, drain or catch-basin in the City of Chicago. If said tanks be of a capacity exceeding two hundred gallons they shall be reinforced. The applicant for such permit shall pave with concrete and smooth cement surface the portion of the alley covering such tank, and also two feet in each direction outside thereof, said paving to be slightly concave.

SECTION 4. Every applicant for such a permit shall file with his application his bond in the penal sum of ten thousand ($10,000.00) dollars, with surety or sureties to be approved by said Commissioner of Public Works; and such bond shall be conditioned that the person or persons, corporation, firm, or co-partnership to whom such permit shall be issued, his or their heirs, successors or assigns, will save and keep the city free and harmless from any and all loss or damage or claim for damage arising from or out of the use of the space or tank therein mentioned, and for the maintenance of the alley over such space in such condition that such alley shall at all times after the placing of such tank is completed or such space is covered, be safe for public use, and for the full and complete protection of the city against all litigation growing out of the granting of such permit or anything done under such permit, and for the removal, at the applicant's cost and expense, of such tank and the placing of said alley in a condition satisfactory to the Commissioner of Public Works upon the termination of such permit by lapse of time or otherwise, and for the prompt and full payment of the compensation hereunder required during his, their or its ownership of said property, so long as such permit shall be outstanding and for the faithful performance and observance of all conditions of this ordinance. Any person or persons, corporation, firm or co-partnership to whom a permit shall be granted hereunder or who has heretofore given a bond for the occupation of space under any alley who shall convey, lease or assign the premises for the benefit of which such permit has been granted, may notify the Commissioner of Public Works in writing of the conveyance, lease or assignment of said premises and furnish to such Commissioner, in writing, the name and address of the grantee, lessee or assignee thereof, and upon the giving of such notice in writing and furnishing the name and address of said grantee, lessee or assignee, all liability under the bond theretofore given by such person or persons, corporation, firm or co-partnership shall cease and determine, except as to acts happening or causes of action accruing prior to the giving of such notice.

SECTION 5. Every such tank shall be placed so that there shall be a space of not less than three feet between the top of the same and the surface of the alley; and all pipes leading to or from said tank shall be galvanized and protected against injury, and so laid that the contents thereof shall drain back to said tank, which tank shall be so placed that the top thereof shall be lower than the level of the lowest pipe in the building used in connection therewith; and that no artificial light shall be required while filling. The filling pipes shall terminate in an iron box, extending not more than three (3) inches above the surface of the alley and so placed that it shall not constitute an obstruction to traffic. Each tank shall be provided with a one-inch iron vent pipe connected with the top of such tank (provided with a screen of 30 mesh brass wire at or near the tank connection), and carried up to the outer air at least four feet above the roof of the said building and terminate in a (double) goose neck covered with a brass wire screen of 1-16 inch

mesh, and said tanks and the installation thereof shall be subject to the supervision and approval of the Commissioner of Public Works.

SECTION 6. When the space for the tank so used does not extend more than fifteen feet below the surface of the alley the person or persons, corporation, firm or co-partnership constructing, maintaining or using any such tank for the storage of gasoline under the surface of any alley shall render to the city the annual compensation for such use as is provided in, and make payment thereof, in accordance with an ordinance heretofore passed on February 5th, 1906, entitled "An ordinance concerning the use of streets and alleys and the space under sidewalks by private persons.

SECTION 7. If any person, or persons, corporation, firm or co-partnership now using any space under any alley for the maintenance or use of such tank for the storage of gasoline therein, shall fail to take out a permit for such use as herein provided within thirty days after this ordinance is in effect, then the Commissioner of Public Works shall proceed to remove every such tank so maintained and used, and close the space theretofor occupied by the same.

SECTION 8. Whenever the Commissioner of Public Works shall be of the opinion that the sureties on any bond given for any permit issued herein, have become insufficient, he shall notify the holder of such permit to give a new bond hereunder, and if such new bond is not given, with sureties satisfactory to said Commissioner of Public Works, within ten days after such notice is given, such permit shall be revoked.

SECTION 9. If any person or persons, corporation, firm or co-partnership obtaining a permit hereunder shall at any time fail or neglect to comply with the terms of this ordinance, then such permit may be revoked by such Commissioner of Public Works.

SECTION 10. Every person convicted of a violation of this ordinance shall be fined not less than twenty-five ($25.00) dollars nor more than two hundred ($200.00) dollars for each offense.

SECTION 11. This ordinance shall be in full force and effect from and after its passage and due publication.

The Clerk, on motion of Ald. Young, presented the report of the Committee on Gas, Oil and Electric Light, on an ordinance in favor of the Manhattan Brewing Company for electric wires and poles along 39th street between Emerald avenue and the east side of Union avenue, deferred and published February 18, 1907, page 3304.

Ald. Young moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Manhattan Brewing Company, a corporation, its successors and assigns, to install, erect, string, maintain, repair and operate a wire or wires and the necessary poles along 39th street from the present plant of said company, located at the southeast corner of 39th street and Emerald avenue,

to Union avenue, and from Union avenue across 39th street northerly on the east side of. Union avenue to the premises now occupied by said company as its barn, for the purpose of furnishing electricity for light and other purposes to said barn, and for no other purpose whatever; all poles, wires and electrical conductors shall be erected and maintained substantially as shown by the plat hereto attached and hereby expressly made a part hereof.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portions of the public highways as are occupied by said poles in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said poles and all the appurtenances thereto, and shall forthwith restore the portions of the public highways occupied by said poles to a condition safe for public travel, similar to the remaining portions of those streets in the same block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. All poles, wires and electrical conductors placed under the authority of this ordinance shall be strung overhead, and the operation and maintenance of the same shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of poles and wires; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted the said grantee shall pay to the City of Chicago the sum of twenty-five ($25.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee or its assigns fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee sall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it the said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms

and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the acceptance hereinabove mentioned and the bond hereinabove mentioned be filed within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Reese, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of the Union Special Machine Company for a covered passageway across an alley, deferred and published February 11, 1907, page 3201.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Foreman, Pringle, Dailey, Martin, McCormick, Young, Bennett, Derpa, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—53.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be, and the same are hereby granted to the Union Special Machine Company, its successors and assigns, to construct, maintain and use a bridge or covered passageway, across an 18-foot alley, connecting their building on Lots one, two, three and four (1, 2, 3, 4) in Block one (1), Butler, Wright and Webster's Addition in Section nine (9), Township thirty-nine (39), Range fourteen (14), and another building owned by them located on the East 20 feet of Lot twenty-five (25) and all of Lot twenty-six (26), in Block one (1), Butler, Wright and Webster's Addition 9, 39, 14, said bridge or covered passageway shall be constructed of incombustible material, and located in accordance with the plat hereto attached, which is made a part hereof, and to which express reference is hereby had, a copy of which said plat and also plans and specifications for the construction thereof, which shall first be approved by the Commissioner of Public Works and the Fire Marshal, shall at all times be kept on file in the office of the Commissioner of Public Works. The lowest portion of said bridge or covered passageway shall not be less than 28 feet above the grade of said alley, over which said bridge or covered passageway shall cross, and said bridge or covered passageway shall not exceed 40 feet in height nor 7 feet in width. Said bridge or covered passageway shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and no permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway until plans and specifications shall first have been submitted to and approved by the said Commissioner of Public Works and Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. In consideration of the

privileges herein granted, and as compensation therefor, said Union Special Machine Company, its successors or assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, or until such time as said bridge or covered passageway is removed, the sum of Twenty-six Dollars ($26.00) per year, payable in annual installments in advance; the first payment to be made on the date of the passage of this ordinance, and each succeeding payment annually thereafter, and it is expressly understood and agreed on if any default is made in the payment of any installment of said compensation the privileges hereby granted shall terminate.

SECTION 4. At the termination of the privileges hereby granted, by lapse of time or otherwise, said grantee, its successors or assigns, shall remove said bridge or covered passageway at its or their own expense, and without any cost or expense of any kind whatsoever to the City of Chicago; provided that in the event of a failure, neglect or refusal on the part of said grantee, its successors or assigns to remove said bridge or covered passageway, the City of Chicago may proceed to remove same and charge the expense thereof to said grantee, its successors or assigns.

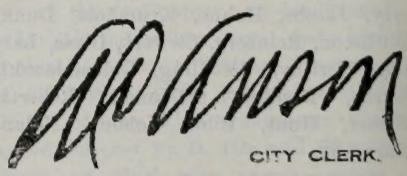
SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said City from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform, all and singular, the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage; provided the said grantee files its written acceptance of this ordinance, together with the bond hereinabove provided for within thirty (30) days.

ADJOURNMENT.

Ald. Foreman moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Monday, March 18, 1907, at 7:30 P. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO ILLINOIS

Regular Meeting, Monday, March 18, 1907.

7.30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Wednesday, March 20, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, Martin, McCormick, Young, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Foreman, Richert, McCoid, Dever, Conlon, Williston, Herlihy and Burns.

QUORUM.

At 7:30 o'clock, a quorum being present, the Mayor called the Council to order.

MINUTES.

Ald. Race moved to correct the minutes of the regular meeting held on Monday, March 11, 1907, by striking out the words "Health Department" from the 30th and 31st lines in the left-hand column of page 3409, and by inserting in lieu thereof the words, "Streets and Alleys, West Division."

The motion prevailed.

Ald. Race moved to approve the minutes as corrected, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented a report from His Honor, the Mayor, containing the following list of names of the persons released from the House of Correction during the week ending March 16, 1907, together with the cause of each release:

Chas. Williamson, released for Jas. Miller.

R. Watts, released for Ald. Kenna.

Rose Lillas, released for husband.

Wm. Hamilton, released for wife.

Harry Brown, released for Sheriff, Albert Lea, Minn.

Jack Kuna, released for W. J. Laskowsky.

Edward Arngot, released for J. E. Quinn.

Chas. Sohler, released for J. E. Quinn.

Peter Warpeck, released for Chas. Bohe.

Martin L. Ramsey, released for Archie Tuttle.

Frank O'Brien, released for Geo. Kehoe.

Walter Davis, released for Geo. Kehoe.

Frank Dugan, released for brother.

Louis Laskell, released for Ald. Bowler.

Maurice Hayes, released for Joliet penitentiary.

Edward Rhodes, released for Joliet penitentiary.

Granger Baxter, released for Geo. Shropshen.

Jas. J. Sexton, released for David Hunter.

Frank Piotrowski, released for mother.

Which was ordered published and placed on file.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

COLLECTOR'S OFFICE,
March 18, 1907.

To the Hon. E. F. Dunne, Mayor, and the Honorable City Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued, under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,
City Collector.

Star of the West, 1115 West 12th street.

Plzen Council, No. 80, N. A. U., 621 Blue Island avenue.

Singers of the Debating Society, North avenue and Sedgwick street.

Dante Social and Athletic Club, 106-08 DeKoven street.

Lilie Tapadu, No. 6, J. C. D., 106-08 DeKoven street.

Polski Odziat 17th Ward, 494 Noble street.

Ninth Ward Socialist Party, 262 Blue Island avenue.

Ctenarsky Spol. Lad. Klacel, 990 West 19th street.

American Musicians' Union of North America, North avenue and Halsted street.

Three Links Benevolent Association, 551 North Clark street.

Twenty-second Ward Branch Socialist Party, 174-6 Clybourn avenue.

Hungarian Singing Society, 501 West North avenue.

Division 41, A. O. H., 6901 Ashland avenue.

Rad Caslav Cis 205, C. S. P. S., 1116 South Kedzie avenue.

Steam Fitters' Protective Association, Archer avenue and Deering street.

Woodworkers' Union, 876 Milwaukee avenue.

Freier Saenger Bund, 876 Milwaukee avenue.

Humboldt Frauen Verein, 876 Milwaukee avenue.

Northwest Side Ladies' Auxiliary Marx Nathan Orphan Asylum, 501 West North avenue.

Maroon Athletic Club, 1630 North Clark street.

Cathedral Court, C. O. F., 257 North Clark street.

Geneva Aid Club, 162 North Clark street.

Farquhar Trucking Company Employes' Association, 368 West 12th street.

The Old American Bowling League, 590 West 18th street.

Arbeiter Kranken and Sterbe Kasse, 5212 South Halsted street.

Division No. 32, A. O. H., 324 East Division street.

Raddningslinan Lodge, No. 72, 456 Thirty-first street.

C. O. F., St. Patrick Court, No. 11, Washington and Curtis streets.

McGury Aid Society, 53rd street and Ashland avenue.

Gylf Lodge, No. 6, I. O. S., 8743 Buffalo avenue.

Frey Lodge, No. 5, I. O. W., 8743 Buffalo avenue.

Linnea Lodge, No. 1, 8743 Buffalo avenue.

Jolly Sixteen Benevolent Association, 18th and Allport streets.

Neuer Leben Newspaper Society, 162 North Clark street.

Local 17, United Brotherhood of Leather Workers, Ashland and Milwaukee avenues.

Frohsin Lodge, No. 161, O. M. P., 701-07 East Belmont avenue.

Bohemian Workingmen Singing Society, 821-5 South Ashland avenue.

Woodworkers' Local, No. 78, 612 West 18th street.

Armitage Camp, No. 11516 M. W. A., Hancock and Cortland streets.

K. of P. Lodge, No. 34, 11522 Front street.

Philochoros Swedish Society, 1351 Diversey avenue.

Mt. Carmel Court C. O. F., Diversey and Sheffield avenues.

Division No. 21, A. O. H., 1351 Diversey boulevard.

Waldick Lodge, No. 1, I. O. of K. P., 519 Larrabee street.

Hellenic Philharmonic Society of Chicago, 3143-7 State street.

Fairfield Wing and Finn Club, California avenue and Division street.

Lodge Ferdinand La Salle, 400 West 18th street.

Lodge Ratolest, 400 West 18th street.

Aurora Turn Verein, 200 West Division street.

Goethe Club, I. O. O. F., 200 West Division street.

First Servian Musical Society, 1110 North Robey street.

Drain Layers' and Helpers' Union, Green and Harrison streets.

Society Urad, 901 North Washtenaw avenue.

The Danish Dramatick Society, 876 North Artesian avenue.

Pevecky Sbar Dalibar, 1116 South Kedzie avenue.

Twentieth Century Club, 50 Throop street.

Woodmen of the World, 3143 State street.

Daniels' Aid Society, 2988 Archer avenue.

Pfaelzen Frauen Verein, 519 Larrabee street.

Freight Handlers' Union, Taylor street and Centre avenue.

Divison No. 23, A. O. H., 4650 South Ashland avenue.

Bricklayers' and Stone Masons' Union, Monroe and Peoria streets.

Court Weidner, No. 3755, I. O. O. F., North avenue and Halsted street.

Danish Old Peoples' Home Society, 501 West North avenue.

Division 1, A. O. H., 1166 West 12th street.

Nativity Mutual and Aid Society, 3417 South Halsted street.

Young Men's West Side Aid Society, 686 West Taylor street.

Skandinavisk Blandet Sangkor, 876 Milwaukee avenue.

Mail Order Clerks' Association, 257 North Clark street.

Webster Aid Society, 401 Webster avenue.

A. Bartelstein Employes' Benevolent Association, Taylor street and Centre avenue.

CITY COMPTROLLER.

The Clerk presented from the City Comptroller duplicate payrolls for the month of January, 1907, and a statement of the financial condition of the City on January 31, 1907, together with the revenue and expense for the period commencing January 1, and ending January 31, 1907;

Which were placed on file.

ALSO,

The following communication, together with the bonds therein mentioned:

DEPARTMENT OF FINANCE,
CHICAGO, March 16, 1907.

To the Honorable, the Mayor and Aldermen in City Council Assembled:

GENTLEMEN—The following accepted as depositary banks for city funds by your Honorable Body March 4, 1907, have respectively submitted for approval surety bonds in amounts, legal form, and surety, required by law, which are herewith transmitted:

NATIONAL BANKS.

Bankers', Commercial, Continental, Drovers' Deposit, Federal, First Englewood, Fort Dearborn, Hamilton, Republic, Oakland, National City.

STATE BANKS.

American Trust, Central Trust, Chicago Savings, Colonial Trust, Drovers' Trust, First Trust, Foreman Bros., Metropolitan, Mutual, North avenue, Northwestern, South Chicago Savings, State Chicago, Union of Chicago, Western Trust, Hibernian.

Very respectfully,

L. E. McGANN,
Comptroller.

The following list of depositaries, with a statement of maximum deposits and amount of bond for each bank, was submitted with the foregoing communication:

NATIONAL BANKS.

	Maximum of Deposit.	Bond.
Bankers' National Bank	$ 500,000	$ 500,000
Continental	1,000,000	1,000,000
Commercial National Bank	1,000,000	1,000,000
Drovers' Deposit	375,000	375,000
Federal National Bank	250,000	250,000
First National Bank of Englewood	100,000	100,000
Fort Dearborn National Bank	600,000	500,000
Hamilton National Bank	312,500	312,500
National Bank of the Republic	1,000,000	1,000,000

Oakland National Bank	60,000	60,000
National City Bank	500,000	500,000
STATE BANKS.		
American Trust and Savings Bank	$1,000,000	$1,000,000
Central Trust	1,000,000	1,000,000
Chicago Savings Bank	275,000	275,000
Colonial Trust & Savings Bank	500,000	500,000
Drovers' Trust	160,000	160,000
First Trust & Savings Bank	1,000,000	1,000,000
Foreman Brothers	500,000	500,000
The Mutual	150,000	150,000
North Avenue	125,000	125,000
Metropolitan Trust & Savings	500,000	500,000
Northwestern	100,000	100,000
South Chicago Savings	100,000	100,000
State Bank of Chicago	500,000	500,000
Union Bank of Chicago	100,000	100,000
Western Trust	500,000	500,000
Hibernian	500,000	500,000

Ald. Bennett moved to approve the bonds as submitted by the City Comptroller.

The motion prevailed, and the bonds were approved by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—51.

Nays—Brennan—1.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented the following communication and order from the Commissioner of Public Works:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, March 18, 1907.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In Aberdeen street, from 310 feet south of 85th street to 86th street; size, 8 inches; probable cost including hydrants and basins, $478.50. Pays ten cents.

In 108th place, from 380 feet west of State street to 250 feet east of Wentworth avenue; size, 6 inches; probable cost including hydrants and basins, $875. Pays thirteen cents.

Respectfully,

WM. L. O'CONNELL,

Commissioner of Public Works.

Ald. Race moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

BOARD OF LOCAL IMPROVEMENTS.

The Clerk presented the following communication and report from the Board of Local Improvements, which

were ordered published and placed on file:

BOARD OF LOCAL IMPROVEMENTS,
March 18, 1907.

To the Honorable, the Mayor and Members of the City Council:

GENTLEMEN—In accordance with the order of Council of Alderman Riley (13th Ward) as shown on page 3372 of the Council Proceedings of March 4th, I enclose herewith a copy of a list of streets in the Thirteenth Ward which are still under reserve, including the date of the expiration thereof, the limits of the improvement, the character, and the contractor who laid the same.

Respectfully submitted,

BOARD OF LOCAL IMPROVEMENTS,

JOHN A. MAY,
Secretary.

BARBER ASPHALT PAVING COMPANY.

Asphalt—Gladys avenue, from Western avenue to Stanley terrace; date of expiration, October 14, 1909.

Asphalt—Lexington street, from Kedzie avenue to Central Park avenue; date of expiration, November 20, 1912.

Asphalt—Central Park avenue, from Lexington street to 12th street; date of expiration, October 23, 1913.

Asphalt—Harrison street, from Western avenue to Rockwell street; date of expiration, July 11, 1914.

Asphalt—Harvard street, from Central Park avenue to Douglas boulevard; date of expiration, August 8, 1914.

Asphalt—Harvard street, from Western avenue to Campbell avenue; date of expiration, October 26, 1913.

Asphalt—Homan avenue, from Fulton street to Carroll avenue; date of expiration, November 18, 1913.

Asphalt—Polk street, from Western avenue to Rockwell street; date of expiration, October 28, 1913.

Asphalt—Homan avenue, from Fulton street to Lake street; date of expiration, November 18, 1913.

Asphalt—Campbell avenue, from Madison street to Lake street; date of expiration, December 11, 1913.

Asphalt—Polk street, from Central Park avenue to Lawndale avenue; date of expiration, September 13, 1913.

Asphalt—Lawndale avenue, from Flournoy street to Harvard street; date of expiration, October 13, 1913.

Asphalt—Millard avenue, from Colorado avenue to Harrison street; date of expiration, July 15, 1915.

Asphalt—Polk street, from Lawndale avenue to Douglas boulevard; date of expiration, July 15, 1915.

Asphalt—Park avenue, from Homan avenue to Kedzie avenue; date of expiration, August 17, 1915.

R. F. CONWAY COMPANY.

Asphalt—Madison street, from Homan avenue to Western avenue; date of expiration, November 11, 1909.

Asphalt—Madison street (south one-half), from Homan avenue to Central Park avenue; date of expiration, November 11, 1909.

Asphalt—Campbell avenue, from Harrison street to Polk street; date of expiration, October 6, 1910.

Asphalt—Flournoy street, from Oakley avenue to Rockwell street; date of expiration, October 11, 1910.

Asphalt—Albany avenue, from Washington boulevard to Colorado avenue; date of expiration, June 12, 1914.

Asphalt—Monroe street, from Albany avenue to Kedzie avenue; date of expiration, August 23, 1914.

Asphalt—Ogden avenue, from Washington boulevard to Randolph street; date of expiration, November 9, 1914.

Asphalt—California avenue, from Washington boulevard to 12th street; date of expiration, October 25, 1914.

Asphalt—Campbell avenue, from Polk

street to 12th street; date of expiration, October 29, 1914.

Asphalt—Park avenue, from Western avenue to 752 feet west of Campbell avenue; date of expiration, July 19, 1916.

JAMES A. SACKLEY COMPANY.

Asphalt—Central Park avenue, from Colorado avenue to Lexington street; date of expiration, June 2, 1910.

Brick—Lawndale avenue, from Colorado avenue to Flournoy street; date of expiration, July 5, 1910.

Brick—Flournoy street, from Lawndale avenue to Central Park avenue; date of expiration, July 5, 1910.

GAFFNEY & LONG CONSTRUCTION CO.

Brick—Central Park avenue, from Lake street to 482 feet north of Fulton street; date of expiration, July 28, 1910.

Brick—Western avenue, from Harrison street to 12th street; date of expiration, September 1, 1910.

STANDARD PAVING CO.

Asphalt—Lexington street, from Central Park avenue to Douglas boulevard; date of expiration, November 5, 1909.

Asphalt—Springfield avenue, from Harrison street to 12th street; date of expiration, July 10, 1910.

Asphalt—Homan avenue, from Harrison street to Lexington street; date of expiration, July 18, 1913.

Asphalt—St. Louis avenue, from Harrison street to Lexington street; date of expiration, July 18, 1913.

Asphalt—Fillmore street, from Western avenue to Campbell avenue; date of expiration, July 21, 1914.

Asphalt—Carroll avenue, from Homan avenue to Central Park avenue; date of expiration, July 7, 1915.

Asphalt—12th street, from Ogden avenue to 50 feet west of Campbell avenue; date of expiration, June 22, 1915.

Asphalt—Colorado avenue, from California avenue to Central Park avenue; date of expiration, August 15, 1915.

Asphalt—Flournoy street, from Douglas boulevard to 82.5 feet east; date of expiration, August 8, 1915.

Asphalt—Francisco street, from Carroll avenue to Van Buren street; date of expiration, October 31, 1915.

Asphalt—Harvard street, from Campbell avenue to Washtenaw avenue; date of expiration, August 27, 1916.

Asphalt—Richmond street, from Jackson boulevard to Van Buren street; date of expiration, September 21, 1916.

Asphalt—Grenshaw street, from Central Park avenue to Douglas boulevard; date of expiration, September 19, 1916.

Asphalt—Gross terrace, from Madison street to Colorado avenue; date of expiration, September 24, 1916.

JOSEPH HANREDDY.

Asphalt—Spaulding avenue, from Jackson boulevard to Van Buren street; date of expiration, November 13, 1915.

BERMUDEZ ASPHALT PAVING COMPANY.

Asphalt—Turner avenue, from Jackson boulevard to Van Buren street; date of expiration, September 20, 1909.

Asphalt—Hamlin avenue, from Lake street to Madison street; date of expiration, July 21, 1910.

J. H. COVODE.

Asphalt—Hamlin avenue, from Lake street to 265 feet north of Fulton street; date of expiration, August 31, 1909.

CHAS. J. KELLY.

Brick—Colorado avenue, from Central Park avenue to Douglas boulevard; date of expiration, September 1, 1910.

WESTERN PAVING & SUPPLY COMPANY.

Asphalt—Western avenue, from Madison street to Fulton street; date of expiration, June 5, 1912.

Asphalt—Grenshaw street, from Oak-

ley avenue to Campbell avenue; date of expiration, June 13, 1911.

SCULLY PAVING COMPANY.

Asphalt—Albany avenue, from Colorado avenue to 12th street; date of expiration, August 10, 1916.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

FINANCE.

The Committee on Finance submitted the following reports, which were, on motion of Ald. Bennett, deferred and ordered published:

CHICAGO, Monday, March 18, 1907.

To the Honorable, the Mayor and Aldermen of the City of Chicago in City Council Assembled:

GENTLEMEN—Your Committee on Finance, to whom was referred the Departmental and Comptroller's estimates for the fiscal year 1907, beg leave to report that after giving them careful consideration, they submit herewith for your approval a draft of an appropriation ordinance for the fiscal year ending December 31, 1907.

Your Committee have used their best judgment, after conferences with the heads of various departments, in distributing the meagre revenues over the extensive and pressing needs of the city. In the judgment of your Committee the ordinance should be passed in the form herewith submitted.

Very respectfully,

FRANK I. BENNETT,

Chairman Committee on Finance.

To the Honorable the City Council:

Your Committee on Finance respectfully reports that during its deliberations on the annual appropriation bill it has given serious and careful consideration to the questions of increase of pay and the installation of the double platoon system.

As to the question of increase of pay your committee endeavored to bring about an adjustment of the same, but was unable at this time to find the means of complying with the requests owing to the increased demands arising out of the city's urgent necessities, and in this connection the committee desires to say that it has been compelled to omit from the appropriation bill many absolute necessities.

The matter of the installation of the double platoon system was considered from all points of view. The opinion of the committee was that if the system could be installed as a complete system throughout the city, with a full quota of men, and properly adjusted salaries, it would be a desirable system and should be installed, but that it should not be installed partially at this time. From the fact that the city's income is not on a basis that will warrant its installation now, your committee could not see its way clear to recommend its installation at once.

This conclusion was reached by the committee at a joint conference between the committee and the Fire Marshal, at which the Mayor was present.

Your committee regrets that it was not able to comply with the request of an increase to the members of the Fire Department whose pay was not increased last year, and recognizes that a measure of injustice has been done to that portion of the department.

Your committee further reports that the expenditure of the items contained in the bill will have to be controlled by the Council, so that the revenue may be in hand before such expenditures are made.

Respectfully submitted,

FRANK I. BENNETT,

Chairman.

The following is the ordinance as recommended for passage by the committee in the foregoing reports:

AN ORDINANCE

Making Appropriations for Corporate, School and Public Library Purposes for the fiscal year from January 1, 1907, to December 31, 1907.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the following sums, or so much thereof as may be authorized by law and as may be needed, be and the same are hereby appropriated for the corporate purposes of the City of Chicago, and for school and also for library purposes, as hereinafter specified, for the fiscal year commencing January 1, 1907, and ending December 31, 1907.

CORPORATE PURPOSES.

GENERAL GOVERNMENT.

Executive.

1—Mayor's Office		**$ 33,328 70**
Mayor	$ 18,000 00	
Private Secretary	3,600 00	
Stenographer	1,500 00	
Messenger	1,500 00	

MUNICIPAL LIBRARY AND BUREAU OF STATISTICS.

City Statistician	$3,000 00	
Assistant City Statistician	1,200 00	
Statistical Clerk	900 00	
Stenographer	900.00	
Printing Statistics	1,200 00	
Postage	250 00	
Stationery, supplies and book cases	500 00	
Books, binding, expressage, etc	250 00	
Adding machine	400 00	
Unpaid bill—Walton, James & Ford	92 00	
Unpaid Department bill	36.70	
		$ 8,728.70

Legislative.

2—City Council		**$ 111,500 00**
Salaries of 70 Aldermen at $1,500	$ 105,000 00	
Chairman Committee on Finance	3,500 00	
Secretary of Finance Committee, salary	3,000 00	

COMMITTEE ON LOCAL TRANSPORTATION		**$ 25,225 87**
Salary of Secretary and expenses, and for the employment of such legal, engineering and other expert assistants on elevated railroads and street railroads and subways, as may be necessary, and for the expenses thereof, and for printing, postage and supplies	$ 25,000 00	
Bill of:		
Field, Hinchman & Smith	225 87	
COMMITTEE ON GAS, OIL AND ELECTRIC LIGHT		**$ 15,000 00**
For payment of legal, engineering and expert assistants and other expenses	$ 15,000 00	
EXPENSES OF CHARTER CONVENTION		**$ 10,000 00**
To be expended upon vouchers approved by the Committee on Finance of the City Council.		
DEPARTMENT OF TRANSPORTATION		**$ 3,500 00**
Superintendent	$ 3,000 00	
Miscellaneous expense, typewriter, postage, stationery, etc.	500 00	
3—CITY CLERK		**$ 64,310 39**
City Clerk	$ 5,000 00	
Chief Clerk	3,600 00	
One sergeant-at-arms	1,000 00	
One clerk and reading clerk	2,500 00	
One clerk	1,800 00	
Four clerks at $1,500	6,000 00	
One stenographer and clerk	1,650 00	
Three clerks at $1,300	3,900 00	
One clerk	1,100 00	
Proofreader and clerk, 4 months, at $1,200	400 00	
Two clerks, 4 months, at $1,200	800 00	
One messenger, 9 months, at $600	450 00	
One official stenographer for City Council	1,500 00	
One janitress	720 00	
One janitor and caretaker, Council Chamber	1,000 00	
Eight assistant sergeants-at-arms, at $150	1,200 00	
For printing Council Proceedings, binding Council Proceedings, printing documents for Council committees, stationery, blank books, licenses, dog tags, license badges and plates, general office expenses, and printing street railway ordinances	30,000 00	

CITY CLERK—Continued.

Extra work of regular clerks		200 00	
Bills of:			
John F. Higgins	$502 50		
Lawyer's Co-operative Publishing Co	437 89		
Lawyer's Co-operative Publishing Co	550 00		
		1,490 39	
CITY TREASURER'S OFFICE			**$ 38,077 12**
City Treasurer, 9 months at $12,000 per annum		$ 9,000 00	
Assistant City Treasurer, 10 months at $5,000 per annum		4,166 62	
Two special assessment clerks in charge, 10 months at $1,680 each, per annum		2,800 00	
Eight special assessment clerks, 10 months at $1,200 each per annum		8,000 00	
Chief clerk and accountant, 10 months at $2,400 per annum		2,000 00	
One warrant record clerk, in charge, 10 months at $1,200 per annum		1,000 00	
One warrant record clerk, 10 months at $900 per annum		750 00	
Cashier, 10 months at $3,300 per annum		2,750 00	
Assistant cashier, 10 months at $2,400 per annum		2,000 00	
Assistant cashier and paymaster, 10 months at $2,400 per annum		2,000 00	
Stenographer and clerk, 10 months at $900 per annum		750 00	
Printing, stationery, check books, postage, premiums on surety bonds, miscellaneous expense, etc		2,860 50	

LAW DEPARTMENT.

4—Corporation Counsel's Office			**$ 183,000 62**
Corporation Counsel		$ 10,000 00	
Three assistant corporation counsels at $5,000 per annum		15,000 00	
One assistant corporation counsel, per annum		4,500 00	
Three assistant corporation counsels at $4,000 per annum		12,000 00	
Two assistant corporation counsels at $3,600 per annum		7,200 00	
Three assistant corporation counsels at $3,000 per annum		9,000 00	
Two assistant corporation counsels at $2,500 per annum		5,000 00	
One assistant corporation counsel		2,100 00	
One assistant corporation counsel		2,000 00	
Two assistant corporation counsels at $1,800 per annum		3,600 00	
Two assistant corporation counsels at $1,500 per annum		3,000 00	

LAW DEPARTMENT—Continued.

One law clerk and secretary to Corporation Counsel	1,800 00
One law and docket clerk	1,500 00
One law clerk	1,500 00
One law clerk and interpreter	1,350 00
One law clerk	1,500 00
One law clerk	1,200 00
Three law clerks at $1,000	3,000 00
Two law clerks at $900	1,800 00
One law and filing clerk	1,000 00
One law and filing clerk	1,000 00
One telephone operator	720 00
One stenographer and law clerk	1,350 00
Seven stenographers and law clerks at $1,000	7,000 00
One stenographer and law clerk	1,200 00
One attorney for fire department	3,000 00
One stenographer and law clerk for fire department	1,000 00
One attorney for police department	2,500 00
Legal and office expenses—expenses of traction litigation and court cost	40,000 00
	$145,820 00
Less amount payable from Water Fund	12,000 00
	$ 133,820 00
For payment of bills contracted for miscellaneous legal and office expenses to be paid upon the approval of the Corporation Counsel	23,830 62
For settlement of litigation in regard to the west one-half of Carpenter street, between 51st and 52d streets	1,200 00
For compensation to Thomas J. Sutherland, in addition to his regular salary for the year 1907, for extra work and overtime in the Wier-McKechney and Riot cases	2,500 00

Board of Local Improvements.

One attorney	$ 5,000 00
Two assistant attorneys	6,800 00
One assistant attorney	2,100 00
One law clerk	1,200 00
One law clerk	1,200 00
One law clerk and messenger	900 00

LAW DEPARTMENT—Continued.

One law clerk	2,000 00	
Two law clerks and stenographers at $900	1,800 00	
One law clerk and stenographer	1,000 00	
One court reporter	1,000 00	
	$ 23,000 00	
Less amount payable from Water Fund	1,350 00	
	$ 21,650 00	
Prosecuting Attorney		**$ 49,829 00**
One Prosecuting Attorney	$ 3,600 00	
One Chief Assistant Prosecuting Attorney	3,600 00	
Two Assistant Prosecuting Attorneys	4,800 00	
Fourteen Assistant Prosecuting Attorneys at $2,000	28,000 00	
One Assistant Prosecuting Attorney	1,500 00	
One Assistant Prosecuting Attorney	1,200 00	
One stenographer	999 00	
One stenographer	900 00	
One law clerk	1,200 00	
One Assistant Prosecuting Attorney for 6 months at $75.00 per month	450 00	
For costs arising in civil suits commenced by Prosecuting Attorney, viz.: Court fees, for jurors and witnesses	1,000 00	
For printing, stationery, postage stamps, furniture and office supplies	1,200 00	
Rent of Suite 513 and 514, Ashland Block, for one year for Prosecuting Attorney's office at $115.00 per month	1,380 00	
City Attorney		**$ 154,985 85**
City Attorney	$ 6,000 00	
One First Assistant City Attorney	3,800 00	
One Trial Attorney	3,600 00	
One Trial Attorney	3,600 00	
One Trial Attorney	3,600 00	
One Trial Attorney	3,600 00	
One Trial Attorney	2,500 00	
One Trial Attorney	2,500 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	

LAW DEPARTMENT—Continued.

One chief investigator		2,400 00
One Assistant City Attorney (Appellate)		2,500 00
One Assistant City Attorney (Pleadings)		1,800 00
One Assistant City Attorney (Motions)		1,800 00
One Assistant City Attorney (Claim Department)		2,400 00
One Assistant City Attorney (Investigating Department)		1,800 00
One chief clerk		2,100 00
One docket clerk		1,800 00
One stenographer		1,200 00
One stenographer		1,000 00
One stenographer		900 00
Three copyists at $720		2,160 00
One office boy		540 00
One telephone operator		540 00
Twenty-five trial investigators ($1,200 per annum)		30,000 00
Twenty-six preliminary investigators ($1,000 per annum)		26,000 00
Contingent expenses, witness fees, Municipal, Circuit, Appellate and Superior court costs and expenses, physician's fees, expert fees, miscellaneous expenses and special investigations		$ 67,500 00
Court reporting		14,000 00
Emergency trial attorneys and extra Appellate court work		8,500 00
Rent		6,720 00
Street car and railroad transportation		8,000 00
Light, water and office repairs		1,200 00
Personal injury claims		3,500 00
		$ 226,560 00
Less amount payable from Water Fund		75,000 00
		$ 151,560 00
The A. H. Andrews Co	$ 136 50	
City Collector	75 37	
Callaghan & Co	5 00	
J. L. Brouse	107 50	
Dr. Wiliam B. Whitaker	35 00	
Dr. Arthur A. Small	35 00	
National Safe Deposit Co	88 98	
James Whitney Hall, M. D	690 00	
John Leeming, M. D	595 00	
Dr. Thomas J. Watkins	5 00	

LAW DEPARTMENT—Continued.

Dr. Philip Schyler Doane	380 00		
Dr. G. T. Bailey	10 00		
Charles Gilbert Davis, M. D	75 00		
T. J. Sullivan, M. D	5 00		
		$ 2,243 35	
Departmental bills		1,182 50	
7—DEPARTMENT OF FINANCE			$ 92,076 25

Comptroller's Office.

Comptroller	$ 10,000 00
Chief clerk	3,300 00
General accountant	3,000 00
Bookkeeper	1,500 00
Paying teller	1,800 00
Stenographer	1,200 00
Warrant record clerk	1,200 00
Form and index clerk	1,199 00
Clerk	1,199 00
Warrant for collection register clerk	1,199 00
Clerk	1,199 00
Bond registrar	1,350 00
Clerk	1,199 00
Clerk	1,199 00
Special assessment, imp. hand clerk	1,200 00
Clerk	1,199 00
One assistant paying teller	1,200 00
One clerk	999 00
Messenger	720 00
One clerk	799 00
For extra clerk hire and extra work by regular employes.	13,000 00
	$ 49,661 00
Less amount to be paid from Water Fund	9,500 00
	$ 40,161 00

Special Assessment Division.

Chief accountant in charge of special assessments	$ 1,800 00
Clerk	1,399 00
Four clerks at $1,199 each	4,796 00
Six clerks at $999 each	5,994 00
One stenographer and clerk	999 00

DEPARTMENT OF FINANCE—Continued.

One messenger	600 00
Six clerks at $1,199 each	7,194 00
	$ 22,782 00

Audit Bureau.

Auditor and Deputy Comptroller	$ 3,600 00
Assistant accountant	1,800 00
One clerk	1,500 00
One clerk	1,020 00
One clerk	1,200 00
One clerk	1,399 00
One clerk	1,199 00
One clerk	1,020 00
One clerk	1,199 00
One warrant clerk	1,199 00
One city real estate agent	1,800 00
One clerk	999 00
One clerk	999 00
	$ 18,934 00

The Comptroller may, on making written request, require the service of any engineer, bookkeeper, clerk or other employe in any department for the purpose of investigating, examining or auditing any voucher or account of any work performed or material furnished, or the cost thereof, and during the period of such employment he shall be under the jurisdiction of the Comptroller.

Paymaster's Bureau.

(Seventy per cent of salaries, etc.)

One Paymaster at $3,600 per annum, 9 months	$ 2,700 00
One First Assistant Paymaster at $2,400 per annum, 3 months	600 00
Three assistant paymasters at $1,800 per annum	5,400 00
One clerk at $1,199 per annum, 9 months	899 25
One clerk	1,000 00
Two clerks at $900	1,800 00
Maintaining pay wagon	100 00
	$ 12,499 25
Less amount payable from Water Fund	4,000 00
	$ 8,499 25

DEPARTMENT OF FINANCE—Continued.

Printing and stationery for Comptroller's reports, checks, books and miscellaneous expenses of the Comptroller's office and advertising for the offices of Mayor, City Comptroller and City Treasurer	$ 17,000 00	
9—CITY COLLECTOR'S OFFICE		**$ 73,072 24**
City Collector	$ 6,000 00	
Deputy Collector	3,000 00	
Cashier	2,600 00	
Chief Clerk Special Assessments	1,800 00	
One general license clerk	1,400 00	
One bookkeeper	1,400 00	
One bond clerk	1,400 00	
One general clerk	1,260 00	
One broker clerk	1,200 00	
One insurance clerk	1,200 00	
One collector	1,200 00	
One special assessment and license clerk	1,200 00	
Fifteen special assessment and license clerks at $1,350 each	20,250 00	
Four collectors at $1,199 each	4,796 00	
One stenographer and clerk	900 00	
One messenger	900 00	
Special assessment books, forms, advertising, license blanks, postage, street car transportation for collectors and surety bonds for department employes, etc	7,000 00	
Extra clerk hire and extra work by extra and regular men on special assessments and making delinquent return to the County Treasurer	15,000 00	
For defraying costs of special assessments returned delinquent in error	100 00	
Unpaid departmental bills	355.60	
For settlement of claim of Bernard McMahon	110.64	
10—CITY HALL		**$ 116,141 25**
One chief janitor	$ 1,600 00	
One janitor	1,000 00	
Eight elevator operators at $1,000 each	8,000 00	
One elevator starter	1,100 00	
Two wood finishers at $960 each	1,920 00	
One carpenter	1,257 55	
One cabinet maker	1,001 60	

CITY HALL—Continued.

One chief engineer	1,500 00	
Two assistant engineers at $1,199 each	2,398 00	
Five firemen at $900 each	4,500 00	
Two coal passers at $900 each	1,800 00	
One oiler	900 00	
For payment of overtime to elevator operators	300 00	
For uniforms for elevator operators	200 00	
Janitors at $840 and janitresses at $720 per year	15,840 00	
For laborers, coal supplies, and electric light	20,000 00	
Clerk and inspector Complaint Bureau	1,500 00	
One stenographer and clerk Complaint Bureau	1,000 00	
Miscellaneous expenses, typewriter, postage, stationery, etc., Complaint Bureau	250 00	
Bills of T. J. Powers, $12.60, $9.10, $3.25, $29.15, $3.40, $11.50, $5.10	74.10	
For expense of cost and removal and furnishing quarters to be occupied by city offices	50,000 00	
11—BOARD OF ELECTION COMMISSIONERS		**$ 414,918 39**
Advertising—For judges and clerks of election, notices of registration and election, polling places, primary election calls, proposals, voting machines, etc.	$ 5,120 00	
Ballots—For official and specimen, for candidates' and propositions	3,452 50	
Cartage and storage—For storage, delivery and collection of booths, ballot boxes, guard rails, voting machines, etc.	7,258 85	
Election, registration, revision and primary forms—For printed blanks, etc., for regular and primary elections, registration and revision, election, primary and voting machine laws, tally sheets, poll books and statements of votes, return blanks for regular and primary elections, stationery for regular and primary elections and for office, record books, binding, transfer slips for voters' names, instructions to voters, judges and clerks, etc.	15,652 60	
Judges and clerks of election—		
For April	$106,760 00	
For primary	20,375 00	
	$ 127,135 00	

BOARD OF ELECTION COMMISSIONERS—Continued.

Miscellaneous expenses—For repairing of election booths, guard rails, ballot boxes, etc., booth curtains and covers, map plates, destroying election returns, telephones, office furniture and repairs, for printing, skilled service, etc., incidental to voting machines..		6,508 44	
Office salaries		98,900 00	
Polling places—			
For April	$19,980 00		
For primaries, spring	4,255 00		
		$ 24,235 00	
Postage—For use of clerks of election in mailing notices to show qualification, for notices to persons selected as judges and clerks, for instructions to judges and clerks regular and primary elections and registration, for postal cards for notices to judges and clerks of election, polling place proprietors, and for office use.		2,126 00	
Printing—For names of registered voters April election, for names of primary voters August 4, 1906, for names of persons deceased, convicted, pardoned, erased and restored, and for ward and district maps		10,330 00	
Contested elections—Account of recount of ballots for municipal court, congressional and senatorial offices		8,000 00	
Offices—Account of removing to and arrangement of new offices		6,200 00	
For the purchase of voting machines		100,000 00	
12—CIVIL SERVICE COMMISSION			**$ 54,965 00**
Civil service commissioner		$ 3,000 00	
Civil service commissioner		3,000 00	
Civil service commissioner		3,000 00	
Chief examiner and secretary		3,000 00	
Examiner examination papers		1,200 00	
Examiner examination papers		1,000 00	
Examiner in charge of pay rolls		1,200 00	
Examiner pay rolls		1,000 00	
Examiner pay rolls		1,000 00	
Examiner official certifications		1,200 00	
Examiner labor certifications		1,200 00	
Examiner police and fire certifications		1,095 00	
Examiner civil list		1,095 00	
Physical examiner		1,800 00	

CIVIL SERVICE COMMISSION—Continued.

Information clerk	1,500 00	
Examiner assistant to secretary	1,095 00	
Examiner examinations	1,000 00	
Messenger	780 00	
Attorney for trials, investigations and miscellaneous	1,500 00	
Stenographer for trials, investigations and miscellaneous	1,500 00	
Investigators for trials, investigations and miscellaneous	6,000 00	
Special examiners	4,000 00	
One chief investigator	2,500 00	
One stenographer	900 00	
One examiner examination papers	1,000 00	
One examiner files, indexes and vault	900 00	
One examiner applications	1,200 00	
Overtime for regular employes	1,000 00	
Annual report	1,100 00	
Telephone and two extensions	200 00	
Postage, advertising, stationery, books, printing, repairs, etc.	5,000 00	
13—DEPARTMENT OF SUPPLIES		$ 22,238 00
Business agent	$ 4,000 00	
Invoice Clerk and bookkeeper	1,800 00	
Stenographer and assistant stockkeeper	1,800 00	
Stockkeeper	1,600 00	
Stationer	1,300 00	
Storehouse clerk	1,200 00	
Register clerk	1,199 00	
Salesman of old material	1,199 00	
Stenographer and clerk	1,000 00	
Stenographer and clerk	900 00	
Messenger	780 00	
Deliveryman	780 00	
Labor	900 00	
Office expenses, including stationery, supplies, telephone, rent of warehouse and garage, warehouse and garage equipment and expenses	10,000 00	
One clerk	1,000 00	
Stockkeeper's helper	780 00	
	$ 30,238 00	
Less amount payable from Water Fund	8,000 00	
	$ 22,238 00	

16—MISCELLANEOUS INTEREST ..... $ 120,000 00

For interest on temporary tax loans ..... $ 120,000 00

17—MISCELLANEOUS ..... $ 54,106 40

For miscellaneous labor, material and supplies, rent of vault space, etc., including one adding machine for special assessment division; also typewriter and copying press and building additional boxes in Comptroller's vault to contain the vouchers of 1906 and changing the office in accordance with plans submitted by the Engineering Bureau ..... $ 2,900 00

To cover cost of auditing and closing accounts for the year 1906 ..... 5,000 00

Art Commission of the City of Chicago 100 00

For telephones in the offices of the City Comptroller, City Treasurer and Auditor 780 00

For commission and exchange in paying city bonds and interest coupons in New York and interest coupons due prior to Jan. 1, 1899 ..... 1,500 00

For payment of claims on acconut of moneys deposited in the corporate fund from "unclaimed wages account," "suspense account," "special deposits account," "bicycle and vehicle tax account," and refunding duplicate payments and payments made in error 1,500 00

For miscellaneous items 10,000 00

Expense of converting tax sale certificates of 1904 into deeds as per contract of Harvey T. Weeks & Co... 9,000 00

Bill of McGuire & White Detective Agency 703 65

For item authorized by ordinance passed June 26, 1905, Sections 4 and 5, Council Proceedings, page 667, wherein the city agreed to pay the Chicago & North-Western Ry. Co. the sum of $12,500 out of the Permanent Improvement Bond Fund for building subway beneath their tracks. Reported on by Commissioner of Public Works and Supt. of Track Elevation 12,500 00

John A. McGarry & Co., refund 350 00

Chas. W. Fahlbush, refund 25 00

Estelle Dawson, claim 255 00

Geo. W. Jackson, services to Committee on City Hall.. 3,360 00

For purchase of taxameters 1,000 00

James M. Doyle, settlement of claim 62 50

Katie A. Gorry, Admx., Council order, Nov. 28, 1898.... 625 00

MISCELLANEOUS—Continued.

Juvenile Court Committee, for maintenance of Detention Home	2,000 00
Thos. J. O'Neill, Council order, Feb. 11, 1907	2,445 25

18—POLICE DEPARTMENT **$5,553,905 80**

One general superintendent	$ 6,000 00
One assistant general superintendent	4,000 00
One secretary of department	2,500 00
One private secretary to General Superintendent	2,400 00
One chief clerk of departmnet	1,800 00
Six special investigators, at $1,000	6,000 00
One drill master	1,500 00
One clerk in Secretary's office	1,500 00
Two stenographers and clerks, at $900	1,800 00
Two stenographers and clerks, at $900	1,800 00
Five inspectors, at $2,800	14,000 00
One captain (assigned to Detective Bureau)	2,500 00
Sixteen captains, at $2,250	36,000 00
One superintendent Bureau of Identifiication	2,250 00
Sixty-six lieutenants, at $1,800	118,800 00
Three hundred sixty-six sergeants, at $1,500	549,000 00
One sergeant (in charge of Bureau of Records)	1,700 00
Five vehicle inspectors, at $1,200	6,000 00
One feed inspector	1,200 00
One printer	1,500 00
One finger print operator	1,200 00
One chief matron	1,000 00
Forty matrons, at $799	31,960 00
2,078 patrolmen, 12 months at $1,200	2,493,600 00
551 patrolmen, 3 months at $900	123,975 00
551 patrolmen, 9 months at $1,000	413,333 47
407 patrolmen, 4 months at $720	97,680 00
407 patrolmen, 8 months, at $900	244,200 00
315 patrolmen, 6 months at $720	113,400 00
315 patrolmen, 4 months at $900	94,500 00
500 patrolmen, 6 months at $720	180,000 00
500 patrolmen, 1 month at $900	37,500 00
126 patrolmen, 2 months at $720	15,120 00
One assistant printer and pressman, at $22.50 per week	1,170 00
Two photographers, at $1,100	2,200 00
One custodian	1,800 00

POLICE DEPARTMENT—Continued.

Eight engineers for 12 months, 8 hours per day, at 37½ cents per hour	8,760 00
Thirty-six engineers, Oct. 1st to May 31st, 8 hours per day, at 37½ cents per hour	26,244 00
Fifty Janitors, at $780	39,000 00
Twenty-two scrub women, at $540	11,880 00
One superintendent of construction	1,500 00
Two plumbers, at $4.50 per day	2,817 00
Four blacksmiths, at $4.50 per day	5,634 00
Nine painters, at $4.00 per day	11,268 00
Four wagon makers, at $4.50 per day	5,008 00
Six carpenters, at $4.40 per day	8,263 20
Two harness makers, at $4.50 per day	3,130 00
Seven station repairers, at $4.00 per day	7,011 20
Four blacksmith helpers, at $3.70 per day	4,632 40
Twelve laborers, at $780 per year	9,360 00
One plasterer, at $4.50 per day	1,408 50
One tinner, at $4.00 per day	1,252 00
One carriage blacksmith helper, at $3.70 per day	1,158 10
Three carriage painters, at $4.00 per day	3,380 40
One carriage trimmer, at $4.00 per day	1,252 00
One clerk at Repair Shops, at $1,000 per year	1,000 00
Two patrol drivers, at $1,100	2,200 00
One hundred thirteen patrol drivers, at $1,000	113,000 00
One superintendent of horses	2,400 00
Two assistant superintendents of horses, at $1,399	2,798 00
One barn foreman	1,200 00
Two barn foremen, at $1,000	2,000 00
Twenty-five hostlers, at $900	22,500 00
Three lieutenants of detectives, at $2,000	6,000 00
One chief clerk, Detective Bureau	1,800 00
One stenographer	1,200 00
One chief operator	1,800 00
One assistant chief operator	1,400 00
One hundred and forty-eight operators or sub-operators, at $1,000	148,000 00
Four pensioners, at $1,200	4,800 00
For repairs and renewals of wagons and harness, replacement and keep of live stock, identification, police telegraph expenses, rents, repairs and renewals of equipment, hospital and ambulance service, secret service,	

POLICE DEPARTMENT—Continued.

printing and stationery, light and heat, and other miscellaneous expenses		200,000 00
For real estate and buildings for new police stations		250,000 00
Bills of:		
Daniel Moriarty, Col. 7th Regt. I. N. G.	$ 110 00	
James W. Walker, M. D.	23 00	
Postal Telegraph Cable Co.	4 71	
Walton, James & Ford	688 90	
City Collector, for Water Works, shop and repair account	1,594 03	
Dart Manufacturing Co.	42 49	
Haggard & Marcusson Co.	12 60	
Provident Hospital	100 00	
Charles Grace	1 05	
Barnhardt Bros. & Spindler	6 33	
Lorrance Larsen	5 50	
Thomas A. Fitzgerald	37 95	
R. S. Henshaw	5 00	
Provident Hospital	100 00	
Hibbard, Spencer, Bartlett	86 84	
Knickerbocker Ice Co.	42 75	
John Foley	40 38	
		2,901 53

Dog Pounds.

For wages	$14,499 00	
Maintenance and supplies	1,000 00	
		15,499 00

Municipal Lodging House.

Repairs, renewals and operation	$1,372 00	
Wages	4,188 00	
		5,560 00

MUNICIPAL COURTS ..... **$ 800,187 30**

Office of the Chief Justice and the Associate Judges.

One Chief Justice	$ 7,500 00
Twenty-seven Associate Judges, at $6,000	162,000 00
One Chief Clerk, assistant to Chief Justice	4,000 00
One attorney in office of Chief Justice	4,000 00
One attorney in office of Chief Justice	3,600 00
One stenographer to Chief Justice	1,320 00

MUNICIPAL COURTS—Continued.

One librarian	600 00
One assistant librarian	300 00
One stenographer for Associate Judges	1,200 00
One assistant clerk for Chief Justice	1,800 00
One Auditor (to make monthly audit as provided by law)	1,800 00

Clerk's Office.

One Clerk	$ 5,000 00
One chief deputy clerk	2,500 00
Seven deputy clerks at $1,800	12,600 00
Fifteen deputy clerks at $1,500	22,500 00
Thirty-three deputy clerks (minute clerks) at $1,320	43,560 00
Thirty-six deputy clerks at $1,200	43,200 00
Six deputy clerks at $1,000	6,000 00
Four deputy clerks (stenographers) at $1,200	4,800 00
One deputy clerk	600 00
Three deputy clerks (docket and file) at $1,200	3,600 00
One chief file clerk	1,800 00
One transcript clerk	1,320 00
One watchman	900 00
Four deputy clerks (record writers) at $1,200	4,800 00
One deputy clerk (index)	1,200 00
One deputy clerk (index and minute)	1,200 00

Bailiff's Office.

One Bailiff	$ 5,000 00
One chief deputy bailiff	2,500 00
Thirty-two deputy bailiffs at $1,500	48,000 00
Forty-five deputy bailiffs at $1,260	56,700 00
Twenty-one deputy bailiffs at $1,000	21,000 00
One deputy bailiff (assistant execution clerk)	1,260 00
Two deputy bailiffs at $1,260	2,520 00
One deputy bailiff (general clerk)	1,260 00
One deputy bailiff (docket, Second District)	1,260 00
One deputy bailiff (docket, Third District)	1,260 00
One court bailiff (Harrison street)	1,260 00
Four jury bailiffs at $1,260	5,040 00
One deputy bailiff (watchman)	900 00
Four deputy bailiffs (process servers) at $1,500	6,000 00

Miscellaneous.

Stationery for Chief Justice, Associate Judges, and Clerk's and Bailiff's offices	$ 25,000 00

MUNICIPAL COURTS—Continued.

Jurors' fees for one year		75,000 00
Salaries of outside judges		5,000 00
Contingent fund, to be paid out upon the order of the Chief Justice		30,000 00
Preliminary work of setting the court in operation		30,000 00
Rent of quarters for courts, Bailiff and Clerk		100,000 00
Library		20,000 00
Moving to Kesner building		1,000 00
Moving to County building		1,000 00
Furniture and Fixtures:		
Fifteen court rooms at $500 each	$7,500 00	
Clerk's and Bailiff's office	7,500 00	15,000 00
Bill of Barnard & Miller		527 30

20—HOUSE OF CORRECTION ..... **$ 275,252 31**

(Less amount of earnings of the Institution.)

For operation House of Correction and John Worthy School	$ 221,000 00
Houses of Shelter	30,000 00
Maintenance, repairs and alterations	10,000 00
New construction	14,000 00
Unpaid department bills	252 31

23—FIRE DEPARTMENT **$3,202,425 41**

One Marshal	$ 6,000 00
One first assistant fire marshal	4,500 00
One second assistant fire marshal	4,000 00
One third assistant fire marshal	3,500 00
One secretary	2,400 00
One chief clerk and bookkeeper	2,200 00
One assistant secretary	1,800 00
One clerk and storekeeper	1,800 00
One superintendent of horses	2,400 00
Eighteen chiefs of battalion at $2,750	49,500 00
One hundred and thirty-nine captains at $1,815	252,285 00
One hundred and forty lieutenants at $1,529	214,060 00
One hundred and fifteen engineers at $1,518	174,570 00
One hundred and ten assistant engineers at $1,265	139,150 00
Fifteen stokers at $1,265	18,975 00
Seven hundred pipemen, truckmen and drivers, 1st class, at $1,247	872,900 00

FIRE DEPARTMENT—Continued.

One hundred and fifty pipemen, truckmen and drivers, 2d class, at $1,155	173,250 00
Two hundred and thirty pipemen, truckmen and drivers, 3d class, at $1,056	242,880 00
Ten pilots at $1,430	14,300 00
Eight hostlers at $990	7,920 00
One veterinary surgeon	2,500 00
One fire warden	1,380 00
	$2,192,270 00

FIRE ALARM TELEGRAPH.

MAIN OFFICE.

One chief operator	$ 2,500 00	
One superintendent of construction	2,500 00	
Three operators at $2,000	6,000 00	
Three assistant operators at $1,700	5,100 00	
One assistant operator	1,320 00	
One repairer	1,200 00	
One chief electrical repair shop	2,500 00	
One machinist at $4.50 per day	1,404 00	

BRANCH OFFICE.

Three operators at $2,000	$ 6,000 00	
Three assistant operators at $1,700	5,100 00	
		$ 33,624 00

REPAIR SHOP.

One superintendent of machinery	$ 1,800 00	
One machinist and foreman	1,500 00	
Seven machinists at $4.50 per day, 313 days	9,859 50	
One mechanical engineer, at $91.25 per month	1,095 00	
One assistant engineer, at $75 per month	900 00	
One driver, at $1,247 per annum	1,247 00	
Four blacksmiths, at $4.50 per day, 313 days	5,634 00	
Four blacksmiths' helpers at $3.70 per day, 313 days	4,632 40	
Three wagon blacksmith's finishers at $4.00 per day, 313 days	3,756 00	
One boilermaker at $4.00 per day, 313 days	1,252 00	
One boilermaker's helper at $3.20 per day, 313 days	1,001 60	

FIRE DEPARTMENT—Continued.

One brass finisher at $4.00 per day, 313 days..	1,252 00	
Two molders at $4.00 per day, 313 days.....	2,504 00	
Three painters at $5.00 per day, 313 days.....	4,695 00	
Two steam fitters at $4.62½ per day, 313 days.	2,895 25	
One steam fitter's helper at $3.50 per day, 313 days	1,095 50	
Three fitters at $4.00 per day, 313 days.....	3,756 00	
Four woodworkers at $4.50 per day, 313 days..	5,008 00	
One plumber at $1,500 per annum.....	1,500 00	
One plumber at $4.50 per day, 313 days.....	1,408 50	
Two harnessmakers at $4.50 per day, 313 days	2,817 00	
Two wheelwrights at $4.00 per day, 313 days...	2,504 00	
One carpenter and calker at $4.00 per day, 313 days	1,252 00	
One pattern maker at $5.40 per day, 313 days..	1,690 20	
One helper at $2.25 per day, 365 days.....	821 25	
One laborer at $2.25 per day, 313 days.....	704 25	
One clerk	900 00	
Material, repair shop	30,000 00	
		97,480 45

REPAIRS OF BUILDINGS AND FIRE BOATS.

For repairs, alterations, painting and calcimining department buildings and fire boats		50,000 00

MISCELLANEOUS SUPPLIES.

Fuel, light and heat	$52,037 76	
Fuel, for engines	35,000 00	
Furniture and bedding	18,600 00	
Harness	16,000 00	
New horses	52,500 00	
Horse feed and shoeing	96,384 12	
Hose and couplings	48,900 00	
Oil, lubricating	4,000 00	
Chemicals	2,075 00	
Stationery and printing	8,000 00	
Miscellaneous	15,000 00	
		348,496 88
Contingent Fund		1,200 00
For front pieces		1,200 00

RENT.

Quarters Engine Co. No. 37 "Fire Boat Illinois" $1,200 00

FIRE DEPARTMENT—Continued.

Quarters Engine Co. No. 32 and H. & L. Co. No. 9	3,480 00	
Taxes for quarters Engine Co. No. 32 and H. & L. Co. No. 9	3,500 00	
Quarters Engine Co. No. 10 and H. & L. Co. No. 1	1,456 08	
Quarters Engine No. No. 84	780 00	
Quarters Engine Co. No. 71 "Fire boat"	360 00	
Quarters Engine Co. No. 53	1 00	
Quarters Engine Co. No. 59	1 00	
Quarters Volunteer Company, Norwood Park	120 00	
Quarters Volunteer Company, Riverdale	240 00	
Quarters Volunteer Company, Clarkdale	120 00	
Quarters Engine Co. No. 90	480 00	
Lot, Engine Co. No. 82	60 00	
		11,798 08

NEW BUILDINGS, REAL ESTATE, APPARATUS AND EQUIPMENT OF COMPANIES, ETC.

For equipment of extra engine company in the quarters of Engine Company No 46, to take the place of Engine Company No. 87, to be removed to the vincinity of Exchange avenue and 87th street.		
Lot	$ 3,000 00	
Two-story brick building	20,000 00	
Steam fire engine and heater	6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 3 months	3,000 00	
		$ 35,100 00
For two new steel fire boats at $100,000		$ 200,000 00
To be expended in 1907		55,000 00
For five new steam fire engines to take the place of engines worn out in the service, at $6,000 each		30,000 00
For 25 hose wagons at $500 each		12,500 00
For 4 new straight frame city service hook and ladder trucks at $5,000 each		20,000 00
For 5 new supply wagons at $500 each		2,500 00

FIRE DEPARTMENT—Continued.

For one Fox lathe for repair shop		1,000 00
For equipment of engine company in the vicinity of Halsted and 119th streets—		
Lot	$ 4,000 00	
Two-story brick house	18,000 00	
Steam fire engine and heater	6,000 00	
Hose wagon	500 00	
Four horses and harness	1,000 00	
Hose	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 3 months	3,000 00	
		$ 35,100 00
For 2-story brick building at 45th street and Marshfield avenue		20,000 00
For equipment of engine and hook and ladder companies at West 24th and Whipple streets, in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Truck equipped	5,000 00	
Hose	1,000 00	
Seven horses and harness	2,000 00	
Furniture and bedding	2,000 00	
Fuel, light, horse feed and shoeing	1,200 00	
Salaries, 24 men, 9 months	20,000 00	
		$ 37,700 00
For equipment of engine company at Byron street and Hermitage avenue in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00
For two story brick house at 53d and Wood streets		20,000 00

FIRE DEPARTMENT—Continued.

For equipment of Engine Company at Nos. 1031-33 West Fullerton avenue, in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		19,100 00
For a hook and ladder company equipped in the vicinity of Potomac and Rockwell avenues—Lot		3,000 00
For a hook and ladder company equipped in the vicinity of Centre avenue and 57th street—Lot		3,500 00
For a hook and ladder company equipped in the vicinity of Lexington avenue and 74th street—		
Lot	$ 4,000 00	
Two-story brick house	18,000 00	
Truck equipped	5,000 00	
Two horses and harness	500 00	
Furniture and bedding	1,000 00	
		28,500 00
For two-story brick house at Nos. 5721-23 South Halsted for Engine Co. No. 84, now occupying leased quarters		18,544 00
For equipment of engine company at 52d and West Chicago avenue, in quarters now ready for occupancy—		
Two-story brick house	$22,000 00	
Steam fire engine and heater	6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
		31,500 00
For equipment of engine company at Lexington street and South 47th avenue, in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	

FIRE DEPARTMENT—Continued.

Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00

For equipment of engine company at North Washtenaw and Wabansia avenues, in quarters ready for occupancy—

Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00

For new equipment for Hook and Ladder Company No. 22 to be removed from Nos. 130-2 West Foster avenue to new quarters at Winnemac and Hermitage avenue, now ready for occupancy—

Truck equipped	$ 5,000 00	
Two horses and harness	500 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 4 additional men	3,000 00	
		$ 10,100 00

For equipment of engine company in quarters now occupied by Hook and Ladder Company No. 22, at Nos. 130-2 West Foster avenue, present company to be removed to Winnemac and Hermitage avenues—

Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00

FIRE DEPARTMENT—Continued.

For one planer and joiner for repair shop....	$ 150 00		
For one steam hammer for repair shop.....	1,250 00		
For one drill press for repair shop.....	300 00		
For one tire machine for repair shop.....	500 00		
One automobile	2,500 00		
For 4 new buggies to replace those worn out in service, at $400 each.....	1,600 00		
	$	6,300 00	
Bill of John Peterson & Co., Council order Jan. 28, 1907..		512 00	
24—DEPARTMENT OF BUILDINGS.....			**$ 125,057 10**
Commissioner		$ 5,000 00	
Deputy Commissioner		3,600 00	
Secretary		2,099 00	
Assistant Deputy Commissioner		1,800 00	
Architectural Engineer		2,400 00	
Four chief building inspeotors at $1,800.....		7,200 00	
One chief elevator inspector.....		1,599 00	
One examiner of plans		1,500 00	
One chief permit clerk		1,399 00	
One chief elevator clerk		1,399 00	
One clerk		1,399 00	
Eight clerks at $1,199.....		9,592 00	
One stenographer and clerk.....		1,199 00	
One messenger		780 00	
Thirty-nine building inspectors at $1,399.....		54,561 00	
One structural iron inspector.....		1,399 00	
Five fire escape inspectors at $1,399.....		6,995 00	
Ten elevator inspectors at $1,399.....		13,990 00	
Stationery, postage, office furniture, etc.....		5,000 00	
Street car transportation		2,000 00	
Bills of:			
C. H. Hanson.....	$28 00		
Luess Ornamental Glass Co.....	9 00		
Karl L. Lehmann	25 00		
Chas. C. Anderson.....	45 00		
Wm. Schumacher, refund permit 8849.....	1 00		
Jacob Aaron, refund permit 2123.....	5 10		
Jacob Aaron, refund permit 9459.....	4 00		
Jacob Aaron, refund permit 3202.....	2 00		
J. Richman, refund permit 8047.....	2 00		
American Wrecking Co.....	25 00		

32—HEALTH DEPARTMENT ..... $ 841,824 95

OFFICE OF THE COMMISSIONER.

Commissioner	$6,000 00	
Assistant Commissioner	4,000 00	
One secretary	3,000 00	
One assistant secretary (in charge of baths)	2,000 00	
One stenographer and accountant	1,200 00	
One clerk	900 00	
Three stenographers and clerks at $900	2,700 00	
Messenger	800 00	
Superintendent night scavenger service	1,199 00	
		$ 21,799 00

DIVISION OF CONTAGIOUS DISEASES.

Chief medical inspector	$ 2,500 00	
Assistant chief medical inspector	1,599 00	
Medical inspector for hospital	2,000 00	
One medical inspector	1,500 00	
Nine medical inspectors at $999	8,991 00	
Two antitoxin administrators at $1,000	2,000 00	
One medical inspector for municipal lodging house	900 00	
One hundred school medical inspectors for 9 months	45,000 00	
One record clerk	900 00	
Two clerks at $900	1,800 00	
Chief of disinfectors	1,800 00	
Nineteen disinfectors at $1,199	22,781 00	
One disinfector and tester of disinfectants	1,200 00	
Medical inspection (Council order of Feb. 4, 1907)	49,500 00	
One chauffeur	1,000 00	
		$ 143,471 00

BUREAU OF VITAL STATISTICS.

Registrar of vital statistics	$ 2,500 00
Assistant to registrar and disinfector	2,000 00
Recorder of deaths	2,000 00
Two assistant recorders of deaths at $1,000	2,000 00
Clerk record of births	1,200 00
Clerk record of births	1,000 00

HEALTH DEPARTMENT—Continued.

Burial permit clerk	1,200 00	
Stenographer and clerk	900 00	
Holerith machine operator and clerk	900 00	
General clerk	900 00	
Four funeral inspectors and disinfectors at $1,200	4,800 00	
		$ 19,400 00

ISOLATION HOSPITAL.

Superintendent	$ 1,000 00	
Eight nurses	6,400 00	
Four helpers	1,440 00	
Laborer	900 00	
Engineer	1,500 00	
Two assistant engineers at $1,200	2,400 00	
Two firemen	1,800 00	
One fireman for eight months	600 00	
Resident physician	1,800 00	
Three helpers for six months	540 00	
One chemist for six months	450 00	
		$ 18,830 00

AMBULANCE SERVICE.

Foreman	$ 1,200 00	
Eight drivers contagious disease at $1,000	8,000 00	
One barnman	900 00	
Sixteen ambulance doctors at $1,200	19,200 00	
Thirty-two horses	7,000 00	
Eight ambulances at $850	6,800 00	
Sixteen sets of harness at $40	640 00	
Drugs, bandages, etc	840 00	
		$ 44,580 00

PUBLIC BATHS.

Ten superintendents at $1,000	$10,000 00	
Three superintendents for six months	1,500 00	
Ten assistants and fireman at $900	9,000 00	
Three assistants and fireman for six months	1,350 00	
Twenty helpers at $540	10,800 00	
Six helpers for six months	1,620 00	
One attendant 14th Street Pumping Station	900 00	
One attendant 22d Street Pumping Station	900 00	
		36,070 00

HEALTH DEPARTMENT—Continued.

ICE, MILK, MEAT AND FOOD INSPECTION.

Six ice inspectors at $999	$ 5,994 00	
Ten milk inspectors at $1,100	11,000 00	
Two milk testers at $999	1,998 00	
Ten dairy inspectors at $1,000	10,000 00	
Disinfector in charge of dairy inspection	1,500 00	
Twenty meat and food inspectors at $1,000	20,000 00	
Five restaurant inspectors at $1,200	6,000 00	
One fish inspector	2,000 00	
One chief food inspector	2,500 00	
		60,992 00

BUREAU OF SANITARY INSPECTION.

Chief sanitary inspector	$ 2,500 00	
Assistant chief sanitary inspector	1,800 00	
One inspector of plans	1,000 00	
One inspection fee clerk	900 00	
One clerk record of plans	900 00	
One division clerk	1,500 00	
Five general clerks at $900	4,500 00	
One stenographer and clerk	999 00	
Four rendering plant inspectors at $1,200	4,800 00	
Twenty-five plumbing inspectors at $1,404	35,100 00	
Fourteen tenement inspectors at $1,100	15,400 00	
		69,399 00

BOARD OF PLUMBER'S EXAMINERS.

Two examiners	$3,000 00	
One secretary	1,500 00	
		4,500 00

LABORATORY.

Superintendent and bacteriologist	$ 2,500 00
One assistant bacteriologist	2,000 00
One assistant bacteriologist	1,600 00
Four chemists at $1,500	6,000 00
Four chemists at $1,200	4,800 00
Chief clerk	1,500 00
Three clerks at $900	2,700 00
Three stenographers and clerks at $900	2,700 00
Messenger	720 00
Chemist helper	1,000 00

HEALTH DEPARTMENT—Continued.

Laborer	780 00	
Driver and laborer	780 00	
		27,080 00

MISCELLANEOUS FUNDS.

Vaccination material and service, diphtheria antitoxin and material for disinfection, Isolation Hospital, other supplies, Isolation Hospital repairs, ambulance service, repairs and renewals, live stock, replacement and keep, public baths, repairs and renewals, public baths, other supplies, drugs and appliances, stationery and printing, postage, telephone and other supplies, repairs and renewals, supplies for laboratory, repairs and renewals laboratory		100,000 00
Rent of laboratory	$ 4,500 00	
Rent of night soil plant	1,500 00	
Power and steam for laboratory	540 00	
Street car and railroad transportation	6,000 00	
Steel vault fixtures	2,400 00	
		14,940 00
Construction, operation and maintenance of night soil plants—		
Horses, wagons and equipment	$25,000 00	
Feed and shoeing	14,000 00	
Erection of three barns	15,000 00	
Drivers and helpers	36,000 00	
Operation	2,880 00	
Construction of night soil reduction plant	6,000 00	
		98,880 00
Purchase of site and erection of bath house in district bounded by 18th and 22d streets and Lincoln street and Hoyne avenue		15,000 00
To complete public bath in Thirtieth Ward (Council order, January 7, 1907)		5,869 00
To complete public bath in Tenth Ward (Council order January 7, 1907)		8,970 00
To complete Grand avenue bath		1,778 00
For addition to Wm. Mavor bath		5,000 00
For rent and maintenance of bath in Second Ward		2,000 00
For the purchase of site and erection of a contagious diseases hospital		100,000 00

HEALTH DEPARTMENT—Continued.

Wall around the grounds of the smallpox hospital	18,000 00	
For the purchase of a site and the erection of a free public bath in the 24th Ward	25,000 00	
Departmental bills	75 25	
Claim of Augusta H. Pio for wages	191 70	
26—CITY PHYSICIAN		**$ 5,000 00**
City physician	$ 3,000 00	
Assistant city physician	2,000 00	
27—DEPARTMENT OF TRACK ELEVATION		**$ 6,800 00**
Track elevation expert	$ 5,000 00	
Secretary and stenographer	1,200 00	
Miscellaneous	600 00	

28—DEPARTMENT OF INSPECTION.

DEPARTMENT OF INSPECTION OF STEAM BOILERS AND STEAM PLANTS. $ 57,300 00

Chief inspector of steam boilers and steam plants	$ 3,600 00	
Supervising mechanical engineer and chief deputy inspector	3,000 00	
Chief smoke inspector	2,400 00	
One chief clerk	1,500 00	
One assistant chief clerk	1,200 00	
One clerk	1,000 00	
One clerk	1,000 00	
One clerk	900 00	
One clerk	900 00	
One stenographer and clerk	1,000 00	
One deputy boiler inspector	1,600 00	
Eight boiler inspectors ($1,300 each)	10,400 00	
Ten inspectors' helpers at $75 per month	9,000 00	
Eight smoke inspectors ($1,200 each)	9,600 00	
Extra salary for boiler inspectors and helpers for Sunday inspections	1,200 00	
Boarding horses	2,160 00	
Wagons and repairs on same	600 00	
Harness and repairs on same	125 00	
Horse shoeing	450 00	

DEPARTMENT OF INSPECTION—Continued.

Pumps, repairs on same and replacing worn out parts..	100 00
Hose and clamps	30 00
Steam gauges and repairs on same	50 00
Wrenches, torches and other tools	50 00
Postage	1,500 00
Telephones	330 00
Towel supply	12 00
Stationery and printing	1,500 00
Replacing horses	500 00
Miscellaneous	593 00
Transportation	1,000 00

29—CITY SEALER'S OFFICE ..... $ **23,155 00**

One city sealer ..... $	3,000 00
One chief deputy	2,000 00
Six deputy sealers at $1,200	7,200 00
Six deputy sealers at $1,100	6,600 00
One horse ;	200 00
Five horses' board	1,200 00
Five horses' shoeing	300 00
Repairs wagons, harness, weights, scales, etc	300 00
Stationery, postage and office supplies	300 00
Office testing scale	100 00
Street and R. R. transportation	750 00
Telephones	165 00
Steel stamps and labels	40 00
Miscellaneous fund, for witness fees, evidence, etc	1,000 00

BOARD OF EXAMINING ENGINEERS ..... $ **11,800 00**

SALARIES.

One president ..... $	2,000 00
One vice-president	2,000 00
One secretary	2,000 00
One chief clerk and inspector	1,300 00
Three inspectors	3,600 00
Other expense, telephone rental, engineers' license books, water tenders' license books, postage stamps, postal cards, employes' street car books, receipt books, office stationery, towel supply and incidental expense	900 00

30—HOSPITALS		**$ 15,000 00**
Chicago City Infants' Hospital	$ 12,000 00	
For supplies and maintenance in the reception and care of abandoned and destitute children, not including salaries.		
Home for destitute crippled children	3,000 00	

DEPARTMENT OF PUBLIC WORKS.

COMMISSIONER OF PUBLIC WORKS.

COMMISSIONER'S OFFICE.

Commissioner	$ 10,000 00	
Deputy commissioner	3,600 00	
Chief accountant	2,250 00	
Private secretary	2,100 00	
Contract clerk	2,000 00	
Bookkeeper	1,500 00	
Voucher and pay roll clerk	1,500 00	
Clerk	1,200 00	
Auditing clerk	1,200 00	
Clerk	1,200 00	
Messenger	780 00	
Extra work for regular employes	500 00	
Printing annual report, stationery, expense, etc	4,500 00	
Bills (Departmental)	10 80	
	$ 32,340 80	
Less amount payable from Water Fund	29,106 00	
		$ 3,234 80

BUREAU OF STREETS.

OFFICE EXPENSES.

Superintendent of streets (including transportation)	$ 4,700 00	
Assistant superintendent of streets (including transportation)	2,600 00	
Assistant superintendent of streets in charge of street and alley cleaning (including transportation)	3,840 00	

BUREAU OF STREETS—Continued.

Clerk for street and alley cleaning	1,600 00	
Clerk and general timekeeper	1,500 00	
Complaint clerk	1,150 00	
Index clerk	1,080 00	
Bill clerk	1,100 00	
House moving inspector (with transportation)	1,500 00	
Stenographer and clerk	1,200 00	
Messenger street department	600 00	
Seven (7) inspectors street openings and obstructions at $999 each	6,993 00	
Office expenses, stationery, postage, printing, etc.	1,500 00	
Thirty-six (36) ward superintendents at $2,200 each (including transportation)	79,200 00	
Rental of ward yards	8,000 00	
		$ 116,563 00

SPECIAL APPROPRIATIONS.

One general corporation inspector in charge at $2,000 per annum, and eleven (11) general corporation inspectors at the rate of $1,800 per annum, together with six (6) extra inspectors, also sub-corporation inspectors at $3.99 per day, the expenditures under this item not to exceed the receipts	35,000 00
For restoration of streets where excavations have been made by plumbers, sewer builders, etc.	75,000 00
For engineer steam roller	900 00
For watchman steam roller	730 00
For repairing right-of-way where obligations are on traction and railroad companies	10,000 00
For snow dump repairs, to be expended as ordered by the Commissioner of Public Works	5,000 00
For removal of snow, 1st Ward	50,000 00
For the maintenance and construction of dumps. This item includes the salary of general foreman of dumps at $2,200 per annum (including transportation) and five dump foremen at $90 per month	50,000 00
For amount due the Citizens' Clean Street Association for cleaning streets in loop district	36,000 00
For repairs of asphalt streets outside of contract reservations	100,000 00

BUREAU OF STREETS—Continued.

For repairs of macadam streets outside of contract reservations, the necessary stone to be purchased from the House of Correction	35,000 00
Curbing Grand avenue at intersection of Western avenue and building roadway	1,200 00
For repairing and ditching Lincoln avenue from Balmoral to city limits	812 50
For repairing and ditching Grand avenue from 51st avenue to city limits	650 00
For improving and maintaining Hegewisch road	2,500 00
For ditching in 33rd Ward	1,500 00
For repairing and ditching Norwood Park avenue from Milwaukee avenue to the city limits (27th Ward)	650 00
For ditching in 26th Ward	1,500 00
For ditching in 32nd Ward	1,500 00
For repairing and ditching in 29th Ward	2,500 00
For ditching in 31st Ward	4,000 00
For ditching in 5th Ward	2,500 00
For ditching in 34th Ward	1,500 00
For ditching in 35th Ward	3,000 00
For ditching in 8th Ward	2,000 00
For repairs to steam rollers	1,000 00
For cleaning right-of-way of street car companies throughout the city, to be reimbursed by the different street railway companies	75,000 00
For repair of streets under reserve, where contractors refuse or neglect to make repairs after due notice, the amount expended to be recovered from contractors or their bondsmen	10,000 00
For repairing west approach to Harrison street viaduct near Canal street (to be recovered from railroads operating at that point)	29,000 00
For the construction of highways and roadways connecting with cemeteries and outlying towns	100,000 00
For the repairs of subways and streets thereunder, when railroad companies refuse or neglect to do such work after due notice has been served	50,000 00
Grading one-half of Howard avenue, Twenty-sixth Ward	350 00
Protcetion of street ends and repairs to Chase avenue at Lake Michigan	900 00
One chauffeur	1,000 00

BUREAU OF STREETS—Continued.

BUREAU OF COMPENSATION.

For one chief clerk	$ 1,750 00	
For one clerk	900 00	
For one stenographer	1,000 00	
Office supplies, maps and re-writing assessed valuation records	2,000 00	
		$ 5,650 00

For removal and disposal of garbage, street and alley cleaning, repairing improved and unimproved streets and sidewalk repairs, salaries of yardmen to be $70 per month—

By Wards:

Ward 1	$ 154,000 00
Ward 2	50,000 00
Ward 3	50,000 00
Ward 4	35,000 00
Ward 5	35,000 00
Ward 6	60,000 00
Ward 7	60,000 00
Ward 8	35,000 00
Ward 9	35,000 00
Ward 10	35,000 00
Ward 11	35,000 00
Ward 12	35,000 00
Ward 13	45,000 00
Ward 14	40,000 00
Ward 15	40,000 00
Ward 16	40,000 00
Ward 17	45,000 00
Ward 18	60,000 00
Ward 19	50,000 00
Ward 20	50,000 00
Ward 21	60,000 00
Ward 22	50,000 00
Ward 23	40,000 00
Ward 24	35,000 00
Ward 25	60,000 00
Ward 26	50,000 00
Ward 27	40,000 00
Ward 28	40,000 00
Ward 29	40,000 00

BUREAU OF STREETS—Continued.

Ward 30	40,000 00	
Ward 31	40,000 00	
Ward 32	40,000 00	
Ward 33	40,000 00	
Ward 34	35,000 00	
Ward 35	35,000 00	
		$1,634,000 00
For the purchase of land and construction of buildings, for the purchase of horses, wagons, scows, tugs and all necessary machinery and equipment therefor for removal of garbage	$ 402,867 50	
For salaries, labor, horse keep for six months	245,733 70	
		$ 648,601 20
For reduction of garbage as per contract	$ 45,500 00	
For work on approaches to the Ashland avenue bridge	7,000 00	
Bills of:		
Jos. Hanreddy	203 50	
Jos Hanreddy	305 50	
Jos. Hanreddy	152 00	
The Emporium	50 00	
Ford Johnson Co	6 50	
Departments	2,550 77	
T. J. Powers	30 00	
Thos. L. Dooley	28,439 32	
For repairing curbs, gutters, etc., all over the city	15,000 00	
For repairing cross walks in down town districts	15,000 00	
For repaving, repairing and renewing walks, and placing retaining wall on west approach to North avenue bridge	4,600 00	
For engineer street department	1,800 00	
For rodman street department	1,000 00	
For thirty-three sprinklers at $325 each	10,725 00	
For purchase of asphalt plant	50,000 00	
For filling in box drain in 71st street, from Jackson Park avenue to Lake Michigan	1,500 00	
Repairing west approach to Taylor street bridge (to be refunded by railroad companies)	3,300 00	
Repairing approaches to 18th street bridge (to be refunded by railroad companies)	12,000 00	
Repairing north approach of Loomis street bridge	10,500 00	

(Total for Bureau of Streets, $3,305,169.25.)

BUREAU OF SEWERS.

OFFICE.

One Superintendent (including transportation)	$ 4,000 00	
One assistant engineer, street, grades and benches	2,000 00	
One rodman	1,080 00	
One stenographer and clerk	1,000 00	
One clerk, payroll and voucher	1,350 00	
One clerk, complaint	1,350 00	
One draftsman	1,080 00	
One chief mechanical engineer	1,599 00	
Office expenses, stationery, etc	750 00	
Street car and railway transportation	1,700 00	
		$ 15,909 00

HOUSE DRAIN DIVISION.

One chief house drain inspector	$ 1,800 00	
One clerk, location	1,400 00	
One clerk, permit	1,000 00	
One clerk, records	1,200 00	
One draftsman	1,199 00	
Two junction setters (including transportation)	3,400 00	
Thirty (30) house drain inspectors at $1,199	35,970 00	
Mason inspection	1,840 00	
Office expenses, maps, atlases, etc	800 00	
		$ 48,609 00

SEWERAGE PUMPING STATIONS.

KENSINGTON PUMPING STATION.

One engineer	$ 1,399 00	
Two assistant engineers at $1,199	2,398 00	
Three firemen at $1,000	3,000 00	
Coal—600 tons	1,458 36	
Supplies	500 00	
Repairs and renewals	1,000 00	
Repairs on building	500 00	
		$ 10,255 36

PULLMAN PUMPING STATION.

One engineer	$ 1,399 00
Two assistant engineers at $1,199	2,398 00

BUREAU OF SEWERS—Continued.

Three firemen at $1,000	3,000 00	
Coal—1,300 tons	2,416 00	
Supplies	600 00	
Repairs and renewals	1,800 00	
Bill of Commonwealth Electric Co	162 50	
	$	11,775 50

69TH STREET PUMPING STATION.

Three assistant engineers at $1,199	$ 3,597 00	
Coal and supplies	300 00	
Repairs and renewals	400 00	
	$	4,297 00

ROGERS PARK SEWER SYSTEM.

Operating air compressor and flushing sewers, present plan, including supplies and repairs	$	4,000 00

JACKSON PARK AVENUE PUMPING STATION.

One chief engineer	$ 1,599 00	
Three assistant engineers at $1,199	3,597 00	
Three firemen at $1,000	3,000 00	
Three oilers at $1,000 00	3,000 00	
One laborer at $70 per month	840 00	
Coal—2,900 tons	7,000 00	
Supplies, oils, grease, gas, compound, tools, packing etc.	2,500 00	
Repairs and renewals, etc	2,000 00	
Gas fixtures and electric wiring, etc	1,200 00	
One electric generator and engine	800 00	
	$	25,536 00

CLEANING AND REPAIRING SEWERS.

One foreman Dist. No. 1. Old City and part of Austin	$ 1,800 00	
One foreman Dist. No. 2. Town of Lake	1,680 00	
One foreman Dist. No. 3. Town of Hyde Park	1,680 00	
One foreman Dist. No. 4. Lake View, part of Austin and Jefferson	1,680 00	
One forman bricklayers, repairing sewers, catch basins, etc	2,200 00	

BUREAU OF SEWERS—Continued.

One foreman carpenter	1,600 00	
One assistant foreman in charge Chicago avenue yard	1,800 00	
One assistant foreman, repairing sewers	1,800 00	
	$	14,240 00

CLEANING SEWERS, REPAIRING SEWERS, RESTORATION OF STREETS.

Dist. No. 1—Old City and part of Austin; Dist. No. 2—Town of Lake; Dist. No. 3—Hyde Park	$200,000 00	
Dist. No. 4—Lake View, part of Austin and Jefferson and for repairing sewers, catch-basins, manholes and covers, also restoration of streets	100,000 00	
Building new catch-basins	5,000 00	
Building new bench-monuments	800 00	
For miscellaneous work by deposit, and for other departments, account to balance from collections	5,000 00	
Engineer and rodman assisting street grades and benches	2,880 00	
Dredging Slip "A"	2,500 00	
Canal place—Repairing sewer	10,000 00	
	$	326,180 00
For temporary pumping of water during the construction of the 95th street sewer system		25,000 00
Departmental bills	$ 15 20	
Bill of John Borg, constructing drain	35 50	
Bill of M. J. Olsen, constructing drain	25 60	
Payment of unadjusted claims	5,657 60	
For settlement of claim of Ricard O'Sullivan Burke for wages	376 85	
	$	6,110 75

(Total for Bureau of Sewers, $491,912.61.)

BUREAU OF ENGINEERING.

GENERAL OFFICE.

One assistant bookkeeper and clerk	$	1,200 00
One stenographer		1,000 00
One messenger		600 00

BUREAU OF ENGINEERING—Continued.

Office stationery and supplies	1,250 00	
Telephone service	554 00	
		$ 4,604 00

BRIDGE AND VIADUCT REPAIRS AND MAINTENANCE.

Subdivided as follows:

Operation, full	$ 8,000 00	
Operation, supplies, etc.	25,000 00	
Material	62,900 00	
One superintendent	2,616 00	
One shopkeeper	1,380 00	
One clerk	1,800 00	
One foreman structural iron worker	1 878 00	
One foreman carpenter	1,878 00	
One foreman machinist	1,878 00	
One foreman electric railway mechanic	1,878 00	
One foreman painter	1,565 00	
One marine pilot	1,020 00	
One marine engineer	996 00	
One rodman—in charge repairs	2,100 00	
Labor—carpenters, structural iron workers, electric railway mechanics, machinists, painters, stone cutters, watchmen, laborers, riggers, teams	135,111 00	
Railroad Co.'s repairing account, to be refunded	30,000 00	
Damaged bridges to be reimbursed	15,000 00	
Inspection and engineering to be refunded by corporations (expenditures not to exceed the amount of receipts)	6,000 00	
		$ 301,000 00

BRIDGE CONSTRUCTION.

Amount required for bridges as follows:

North avenue bridge	$ 20,000 00	
North Halsted street (Canal) $275,000, estimated cost, (to be expended in 1907)	150,000 00	
Polk street, $200,000, estimated cost (to be expended in 1907)	100,000 00	
Erie street, $250,000, estimated cost (to be expended in 1907)	100,000 00	
Indiana street	2,000 00	
Chicago avenue	2,000 00	

BUREAU OF ENGINEERING—Continued.

Kinzie street, $200,000, estimated cost (to be expended in 1907)	100,000 00	
Franklin-Orleans street, $350,000, estimated cost, (to be expended in 1907)	150,000 00	
Blackhawk street, $250,000, estimated cost (to be expended in 1907)	80,000 00	
Ashland avenue (South Fork)	100,000 00	
Washington street, $350,000, estimated cost (to be expended in 1907)	150,000 00	
Thirty-fifth street plans	1,000 00	
California avenue	100,000 00	
Kedzie avenue (Illinois and Michigan Canal)	20,000 00	
Kedzie avenue, South Branch reinforcement	7,000 00	
South Western avenue (Illinois and Michigan Canal)	6,500 00	
One Hundredth street (Calumet River) for ferry	2,000 00	
To cover cost of construction of new culvert and suitable bridge and approaches over the Illinois and Michigan Canal at Ashland avenue, as per Council order of January 2, 1907	75,000 00	
Gates and signal lights for movable bridges	10,000 00	
Removing old bridge from 22d street to South Western avenue and new substructure	10,500 00	
Rent of ground at west end of 22d street bridge	850 00	
Rent of ground at Archer avenue bridge	850 00	
For connecting new bridge at Dearborn street to new proposed Dearborn avenue viaduct	2,000 00	
		$1,189,700 00
For the cost of acquiring real estate to provide approaches to a new bridge across the Chicago River east of Michigan avenue		500,000 00

The following employes and any additional help needed to make designs, supervise and inspect construction, to be paid out of the above amounts appropriated for construction of new bridges:

One structural iron designer in charge	$ 4,000 00
One structural iron designer	3,000 00
One civil engineer	2,100 00
One civil engineer	1,800 00
One civil engineer	1,400 00
One machine designer	1,800 00
Three structural iron designers at $1,788 each	5,364 00
Two structural iron designers at $1,500 each	3,000 00

BUREAU OF ENGINEERING—Continued.

One structural iron designer at $1,200	1,200 00	
Two draftsmen at $1,500 each	3,000 00	
One engineering draftsman	1,400 00	
One rodman	1,500 00	
One rodman	1,188 00	
Two rodmen at $1,000 each	2,000 00	
One chainman	900 00	
One mason inspector	1,560 00	
One structural iron inspector	1,560 00	

FOR NEW CITY HALL.

For the construction of a new City Hall		$ 450,000 00

CHICAGO HARBOR.

One harbor engineer	$ 2,200 00	
One assistant engineer and leveler	1,150 00	
One rodman (charged to Protection to Street Ends)	1,080 00	
One rodman (charged to Protection to Street Ends)	1,000 00	
One harbor master	1,350 00	
Four assistant harbor masters at $1,080 each	4,320 00	
One vessel dispatcher	1,200 00	
Two assistant vessel dispatchers at $1,080 each	2,160 00	
Three bridge telephone operators at $800 each	2,400 00	
For removal of sunken vessels or other obstructions	5,000 00	
Two harbor patrol boats (gasoline launches)	1,000 00	
Running expenses for above lunches	500 00	
Lighting Vessel Despatcher's office	60 00	
Departmental bill	2 00	
		$ 23,422 00

DIVISION OF ARCHITECTURE.

One city architect	$ 3,600 00	
One draftsman	2,000 00	
One architectural draftsman	1,788 00	
One architectural draftsman	1,500 00	
One architectural draftsman	1,500 00	
One architectural draftsman	1,400 00	
One architectural draftsman	1,350 00	
One architectural draftsman	1,188 00	
One architectural draftsman	1,000 00	
Four architectural draftsmen at $1,000	4,000 00	
Supplies, including transportation, etc	1,362 00	
		$ 20,688 00

BUREAU OF ENGINEERING—Continued.

DEPARTMENT ESTIMATES OF BRIDGE TENDERS' SALARIES FOR THE YEAR 1907.

For the first six months of the year under the present system.

Adams street	$ 1,350 00
Archer avenue	1,500 00
Ashland avenue, South Fork	450 00
Ashland avenue, West Fork	1,700 00
Belmont avenue	900 00
Blackhawk street	750 00
Canal street	1,700 00
Chicago avenue	800 00
Chittenden street	300 00
Clark street	1,350 00
Clybourn place	1,700 00
Diversey street	450 00
East Division street	1,700 00
West Division street	1,700 00
Eighteenth street	1,700 00
Erie street	800 00
Fuller street	600 00
Fullerton avenue	1,350 00
North Halsted street (Canal) for 3 months only	375 00
North Halsted street (River)	1,700 00
South Halsted street	1,700 00
Harrison street	1,700 00
Indiana street	800 00
Jackson street	1,350 00
Kinzie street	900 00
Lake street	1,350 00
Laurel street	450 00
Loomis street	1,700 00
Madison street	1,350 00
Main street	1,700 00
Ninety-second street	750 00
Ninety-fifth street	1,700 00
North avenue	900 00
One Hundred and Sixth street	450 00
Polk street	1,000 00
Randolph street	1,700 00
Riverdale	240 00
Rush street	1,350 00
State street	1,700 00

BUREAU OF ENGINEERING—Continued.

Taylor street	1,700 00	
Twelfth street	1,350 00	
Twenty-second street	1,700 00	
Thirty-fifth street	600 00	
Van Buren street	1,700 00	
Washington street (for 4 days in January)	29 03	
Webster avenue	600 00	
Weed street	900 00	
Wells street	1,350 00	
North Western avenue	1,700 00	
South Western avenue	900 00	
		$ 58,194 03

For the last six months of the year under Civil Service.

Adams street, 2 men at $100 per month	$ 1,200 00
Archer avenue, 2 men at $100 per month	1,200 00
Archer avenue, 2 men at $60 per month	720 00
Ashland avenue, South Fork, 2 men at $75 per month	900 00
Ashland avenue, West Fork, 2 men at $100 per month	1,200 00
Ashland avenue, West Fork, 2 men at $75 per month	900 00
Belmont avenue, 2 men at $75 per month	900 00
Blackhawk street, 4 men at $75 per month	1,800 00
Canal street, 2 men at $100 per month	1,200 00
Canal street, 2 men at $75 per month	900 00
Chicago avenue, 4 men at $75 per month	1,800 00
Chittenden street, 2 men at $60 per month	720 00
Clark street, 2 men at $100 per month	1,200 00
Clybourn place, 2 men at $100 per month	1,200 00
Clybourn place, 2 men at $75 per month	900 00
Dearborn street, 2 men at $100 per month	800 00
Dearborn street, 2 men at $75 per month (for 4 months only)	600 00
Diversey street, 2 men at $75 per month	900 00
East Division street, 2 men at $100 per month	1,200 00
East Division street, 2 men at $75 per month	900 00
West Division street, 2 men at $100 per month	1,200 00
West Division street, 2 men at $75 per month	900 00
Eighteenth street, 2 men at $100 per month	1,200 00
Eighteenth street, 2 men at $75 per month	900 00
Erie street, 4 men at $75 per month	1,800 00
Fuller street, 4 men at $75 per month	1,800 00
Fullerton avenue, 2 men at $75 per month	900 00

BUREAU OF ENGINEERING—Continued.

North Halsted street, Canal, 2 men at $100 per month...	.....
North Halsted street Canal, 2 men at $75 per month.....	.....
North Halsted street, River, 2 men at $100 per month...	1,200 00
North Halsted street, River, 2 men at $75 per month....	900 00
South Halsted, 2 men at $100 per month.....	1,200 00
South Halsted street, 2 men at $60 per month.....	720 00
Harrison street, 2 men at $100 per month.....	1,200 00
Harrison street, 2 men at $75 per month.....	900 00
Indiana street, 4 men at $75 per month.....	1,800 00
Jackson street, 2 men at $100 per month.....	1,200 00
Kinzie street, 4 men at $75 per month.....	1,800 00
Lake street, 2 men at $100 per month.....	1,200 00
Laurel street, 2 men at $75 per month.....	900 00
Loomis street, 2 men at $100 per month.....	1,200 00
Loomis street, 2 men at $75 per month.....	900 00
Madison street, 2 men at $100 per month.....	1,200 00
Main street, 2 men at $100 per month.....	1,200 00
Main street, 2 men at $75 per month.....	900 00
Ninety-second street, 4 men at $75 per month.....	1,800 00
Ninety-fifth street, 2 men at $100 per month.....	1,200 00
Ninety-fifth street, 2 men at $75 per month.....	900 00
North avenue, 2 men at 100 per month.....	1,200 00
North avenue, 2 men at $75 per month.....	900 00
One Hundred Sixth street, 4 men at $75 per month.....	1,800 00
Randolph street, 2 men at $100 per month.....	1,200 00
Randolph street, 2 men at $75 per month.....	900 00
Riverdale, 1 man at $60 per month.....	360 00
Rush street, 2 men at $100 per month.....	1,200 00
State street, 2 men at $100 per month.....	1,200 00
State street, 2 men at $75 per month.....	900 00
Taylor street, 2 men at $100 per month.....	1,200 00
Taylor street, 2 men at $75 per month.....	900 00
Twelfth street, 2 men at $100 per month.....	1,200 00
Twenty-second street, 2 men at $100 per month.....	1,200 00
Twenty-second street, 2 men at $75 per month.....	900 00
Thirty-fifth street, 4 men at $75 per month.....	1,800 00
Van Buren street, 2 men at $100 per month.....	1,200 00
Van Buren street, 2 men at $75 per month.....	900 00
Webster avenue, 2 men at $60 per month.....	720 00
Weed street, 2 men at $75 per month.....	900 00
Wells street, 2 men at $100 per month.....	1,200 00

BUREAU OF ENGINEERING—Continued.

North Western avenue, 2 men at $100 per month	1,200 00	
North Western avenue, 2 men at $75 per month	900 00	
South Western avenue, 4 men at $75 per month	1,800 00	
		$ 77,840 00

(Total, Bureau of Engineering, $2,625,448.03.)

BUREAU OF MAPS AND PLATS.

One superintendent	$ 2,999 00	
One legal description clerk	1,500 00	
One draftsman	1,399 00	
Two draftsman at $1,200	2,400 00	
One draftsman	1,188 00	
Thirteen draftsmen at $1,080	14,040 00	
Drawing materials, rebinding atlases, drawing tools, telephone, blue printing	1,672 00	
Departmental bills	68	
	$ 25,198 68	
Less amount payable from Water Fund	18,899 01	
		$ 6,299 67

BOARD OF LOCAL IMPROVEMENTS ..... $ 940,868 45

Four members Board of Local Improvements at $4,000	$ 16,000 00	
One superintendent special assessment and member and secretary Board of Local Improvements	4,000 00	
One chief clerk bureau special assessment	3,000 00	
One chief sewer clerk at $2,400	2,400 00	
Two paving clerks at $1,900	3,800 00	
Two paving clerks at $1,800	3,600 00	
One docket clerk at $1,800	1,800 00	
One index clerk	1,800 00	
One condemnation clerk	1,800 00	
One chief sidewalk clerk	1,800 00	
One estimate and division clerk	1,500 00	
One roll clerk	1,350 00	
One chief street engineering clerk	1,500 00	
Ten clerks at $1,260	12,600 00	
Ten clerks at $1,200	12,000 00	
Eighteen clerks at $1,080	19,440 00	
One vault clerk	900 00	

BOARD OF LOCAL IMPROVEMENTS—Continued.

One voucher clerk	1,260 00
One chief bookkeeper Board of Local Improvements	2,400 00
Twelve assistant bookkeepers at $1,200	14,400 00
One recording secretary and stenographer	1,700 00
Six stenographers and clerks at $1,000	6,000 00
Six typewriter operators and clerks or stenographers and clerks at $1,000	6,000 00
Four messengers at $900	3,600 00
One engineer Board of Local Improvements—	
Six months at $4,800	2,400 00
Six months at $3,600	1,800 00
One chief street engineer	3,000 00
Twelve assistant engineers at $2,200	26,400 00
Three assistant engineers at $1,500	4,500 00
One assistant engineer	1,740 00
Ten assistant engineers at $1,300	13,000 00
Eighteen rodman at $1,100	19,800 00
One telephone operator at $900	900 00
Two chauffeurs at $1,000	2,000 00
Eight general paving inspectors at $1,599	12,792 00
One cement tester	2,000 00
One brick tester	2,400 00
One chief sidewalk inspector	3,000 00
One assistant chief sidewalk inspector	1,500 00
Thirty-nine sidewalk inspectors at $1,099	42,861 00
Two draftsman at $1,199	2,398 00
Two chief sewer inspectors at $2,000	4,000 00
One chief sewer pipe inspector	1,599 00
One foreman house drain inspection	1,199 00
One asphalt director	2,000 00
Four asphalt inspectors at $1,500	6,000 00
One asphalt chemist	1,800 00
Six hundred months' sub-paving inspection at $100 per month	60,000 00
Sixty months' cement samplers and shippers at $100 per month	6,000 00
Thirty-six months' house drain inspection at $90 per month	3,240 00
Two hundred and sixty months' mason inspection at $130 per month	33,800 00
Twelve months' brick inspection at $118 per month	1,416 00

BOARD OF LOCAL IMPROVEMENTS—Continued.

Thirty-six months' brick inspection at $100 per month....	3,600 00	
Forty months' cement inspection at $100 per month.....	4,000 00	
One hundred days' labor at $2.50 per day.....	250 00	
Miscellaneous expense: court costs, expert witness' fees, Commissioners' fees, printing, postage, railroad and street car transportation, automobile and laboratory supplies, general office expenses, etc., etc.....	90,000 00	
One per cent to County Collector for collecting special assessments, and County Collector's advertising costs on warrants withdrawn from collection.....	35,000 00	
Inspection of machinery of 95th Street Pumping Station	2,500 00	
Inspection of building for 95th Street Pumping Station..	2,000 00	
Boilers, boiler house, smoke stacks, etc., for 95th Street Pumping Station	35,000 00	
For the payment of property stricken off to, or purchased by, the city in special assessment proceedings at the annual tax sale, on account of the default of other bidders	75,000 00	
For the repair of streets under reserve, pending the determination of law suits and preparatory to bringing suits against contractors and their bondsmen.....	45,000 00	
Bills of:		
R. F. Conway Co., for temporary cross walks at 22d street and 40th avenue and Ogden and 40th avenues	189 00	
Daniel Hardin, for cost of sewer stubs in Monroe street between 52d and Central avenues.....	252 45	
		$ 680,986 45
Less amount to be paid from Water Fund.....		75,000 00
		$ 605,986 45
The Barber Asphalt Paving Co., for repairing Wabash avenue pursuant to contract and Council order of November 21, 1904 .....$	4,664 20	
Joseph Hanreddy, for repairing Wabash avenue pursuant to contract and Council order of April 30, 1906.....	38,918 10	
For reimbursement to various repealed warrants of amounts wrongfully transferred by the city to its General Fund for costs—		
Warrant 20359	142 68	
Warrant 21363	2,668 31	
Warrant 21861	37 55	

BOARD OF LOCAL IMPROVEMENTS—Continued.

PUBLIC BENEFITS—PAVING ETC.

Warrant and Installment.	Street.	Amount.
22385—	Widening Indiana avenue	$ 179 01
31863—B	Paving Pratt avenue	100 00
32206—B	Paving North Spaulding avenue	42 55
32522—A	Sewer in Jackson street	1,486 20
32844—1	Paving Park street	763 14
33473—1	Paving Cottage Grove avenue	1,703 88
33478—1	Paving Orleans street	154 68
33485—1	Paving 26th street	714 45
33589—1	Paving West 22d street	1,714 37
33823—1	Paving Alaska street	362 30
33829—1	Paving South Halsted street	2,452 82
33842—1	Paving West 22d street	3,915 60
33844—1	Paving 35th street	740 26
33873—1	Paving 31st street	10,611 62
33875—1	Paving North Union street	209 90
33888—1	Paving Eighteenth street	242 29
33889—1	Paving South Halsted street	2,742 49
33951—1	Paving Fowler street	704 49
33957—1	Paving Ogden avenue	7,480 00
34009—1	Paving North Ashland avenue	3,180 00
34010—1	Paving South Ashland avenue	2,093 71
34013—1	Paving Canalport avenue	320 23
34025—1	Paving North Oakley avenue	755 00
34094—1	Paving South Halsted street	1,827 64
34098—1	Paving South Paulina street	692 84
34100—1	Paving Root street	3,575 00
34143—1	Sewer in North Irving Park boulevard	13,536 69
34222—1	Paving West 76th street	692 84
34304—1	Paving South Morgan street	161 85
34361—1	Paving South Halsted street	6,850 00
33183—2	Paving Fullerton avenue	1,215 00
33274—2	Paving Canalport avenue	878 99
33307—2	Paving North Clark street	636 05
33308—2	Paving Evanston avenue	1,552 63
33340—2	Paving Sherman street	233 34
33382—2	Paving West North avenue	1,851 24
33388—2	Paving Webster avenue	890 00
33408—2	Paving Erie street	309 35

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant and Installment.	Street.	Amount.
33410—2	Paving South Halsted street	1,395 00
33411—2	Paving West Madison street	363 73
33412—2	Paving Orleans street	293 10
33416—2	Paving West 22d street	1,200 54
33482—2	Paving Sheffield avenue	411 09
33494—2	Paving North Clark street	859 03
33513—2	Paving Vincennes road	879 39
33576—2	Paving Wabash avenue	2,270 79
33684—2	Paving South Halsted street	978 44
30014—3	Paving Sangamon street	200 00
31386—3	Paving Larrabee street	890 00
31387—3	Paving Sedgwick street	42 10
31643—3	Paving Lincoln avenue	303 69
32011—3	Paving Austin avenue	1,807 04
32217—3	Paving Archer avenue	2,048 02
32910—3	Paving Jefferson street	520 00
32220—3	Paving North Clark street	510 00
32223—3	Paving Milwaukee avenue	2,538 88
32225—3	Paving 31st street	333 66
32609—3	Paving Orleans street	600 00
32708—3	Paving La Salle street	200 00
32714—3	Paving Blackhawk street	304 87
32867—3	Paving Green street	1,026 68
32922—3	Paving North Franklin street	410 00
33025—3	Paving Chicago avenue	595 00
33028—3	Paving Garfield avenue	385 00
33029—3	Paving Halsted street	149 75
33030—3	Paving West Lake street	2,500 00
33032—3	Paving Milwaukee avenue	1,202 62
33033—3	Paving Ogden avenue	206 09
33034—3	Paving Twelfth street	330 00
30749—4	Paving Michigan avenue	200 00
30857—4	Paving North Halsted street	390 00
30858—4	Paving North Halsted street	357 86
31037—4	Paving North Clark street	501 88
31043—4	Paving North Halsted street	220 00
31045—4	Paving West Lake street	344 12
31049—4	Paving Sixty-third street	630 00
31075—4	Paving Archer avenue	3,004 41

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant and Installment.	Street.	Amount.
31096—4	Paving Wentworth avenue	398 96
31097—4	Paving Byron street	224 00
31136—4	Paving Kinzie street	457 81
31183—4	Paving South Canal street	1,788 00
31387—4	Paving Sedgwick street	42 10
31641—4	Paving West Lake street	2,506 63
31726—4	Paving West Polk street	943 70
31802—4	Paving West Ohio street	544 24
31861—4	Paving Indiana street	2,000 00
31900—4	Paving Sherman street	145 92
32088—4	Paving Chicago avenue	595 56
32201—4	Paving West Madison street	765 93
30387—5	Paving North Halsted street	591 27
30398—5	Paving Van Buren street	682 25
30399—5	Paving Van Buren street	2,098 60
30400—5	Paving Western avenue	257 12
30402—5	Paving Kinzie street	424 84
30403—5	Paving One Hundred and Second street system	199 14
30514—5	Paving Blue Island avenue	2,626 00
30515—5	Paving Harrison street	420 00
30570—5	Paving Sedgwick street	480 00
30600—5	Paving Larrabee street	230 00
30611—5	Paving Hermitage avenue	718 33
30614—5	Paving Lake street	36 75
30615—5	Paving Larrabee street	550 00
30626—5	Paving Harrison street	350 00
30627—5	Paving Jefferson street	780 00
30628—5	Paving Polk street	314 40
30629—5	Paving Kinzie street	260 00
30646—5	Paving Illinois street	55 86
30747—5	Paving Armitage avenue	300 00
30751—5	Paving North Clark street	540 20
30758—5	Paving State street	3,060 00
30760—5	Paving Twenty-second street	161 00
30762—5	Paving Armitage avenue	638 23
30852—5	Paving Clybourn avenue	1,037 12
30860—5	Paving Illinois street	184 00
31044—5	Paving Laflin street	2,346 27
31074—5	Paving Archer avenue	2,948 16

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant and Installment.	Street.	Amount.
31094—5	Paving Sixteenth street	984 26
31140—5	Paving West Adams street	196 85
		$ 142,858 73
	Interest on above	19,000 00
		$ 161,858 73
24942—	Paving Ems street system	$ 1,051 38
25043—	Paving Goethe street	949 50
32080—	Sewer Gladys avenue	1,716 44
32518—	Sewer Fifty-sixth avenue	495 33
33293—	Widening Randolph street	6,141 07
32203—A	Paving One Hundred and Third street	3,913 39
		$ 176,125 84

REFUNDS ON REPEALED SPECIAL ASSESSMENTS WHEREIN COSTS HAVE BEEN CHARGED TO WARRANTS.

Warrant.		
16636	Sidewalk, Yates avenue	$ 9 65
16657	Drains, Hamlin avenue	116 25
16751	Lamp posts, Wright street	26 05
16752	Lamp posts, Sunnyside avenue	22 53
16756	Lamp posts, Lyman avenue	8 35
16906	Grading and macadamizing Ninety-first street	52 16
16922	Sidewalk, Schuber street	2 48
18546	Lamp posts, Hirsch street	95 40
19457	Lamp posts, Harvard avenue	105 05
20167	Lamp posts, Stony Island avenue	35 15
20675	Lamp posts, Springfield avenue	14 77
12391	Curbing, grading and paving Twenty-sixth street	13 45
13430	Sidewalk, Frank street	26 50
16597	Curbing, grading and paving Hoyne avenue	18 00
16152	Lamp posts, Commercial avenue	169 04
16157	Lamp posts, Elston avenue	134 49
		$ 849 32
33008 and 33008A	Wm. M. Klein, refund of amount of assessment on property taken by city for opening North Lincoln street	43 90

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.		
22085	For amount due contractor where sidewalks assessment was abated through error and work done by contractor	101 59
20671	Refund—Erroneous sale of assessment	37 18
23605	Refund of excessive costs charged	124 35
30020	Metropolitan Contracting Co., for work done in constructing drains in 103d street system, city to be reimbursed when property owners connect with drains	645 84
	Simon Ryan, for work done in matter of contract for Franklin avenue, Warrant 32684, where excavations were made by contractor, and drains found in place	21 00
32802	Sidewalk on system of streets	19 46
31874	A. R. Henry, on account contract for water service pipes where work was done and assessment abated through error	67 48
	D. R. Miller, reconstructing sidewalk	217 50
	Removal of sidewalk on Justine street, between 61st and 62d streets	125 00
	For letters to be used in construction of sidewalks, designating at the corners the names of the streets	1,500 00
	F. K. Shobe Paving Co., for work done in connection with sidewalk at 69th street and Lafayette avenue	49 32
	Demling & Wendt, filling on Cullom avenue, corner Avondale	33 56
	For payment of employes for overtime work pursuant to order of Council of Jan. 14, 1907	10,000 00

PUBLIC BENEFITS.

32080 "A"	Sewer in Gladys avenue	268 17

PUBLIC BENEFITS DUE TO WARRANTS WITH OUTSTANDING LIABILITIES.

Warrant.		
11090	$	78 41
13313		44 34
13854		157 89
13911		66 86

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.		
14209		1,272 72
14514		5 40
14515		4 36
14754		367 21
14862		31 48
14982		45 20
15115		4,060 38
15134		8,700 51
15361		1,100 59
15361		1,019 89
16101		2 58
16123		825 05
16236		22 38
16429		639 36
16465		8 25
16482		32 60
16539		17 01
16540		605 05
16561		899 70
16561		4,424 02
16580		63 69
16584		318 83
16615		202 14
16979	L	19 13
16985		804 23
16999		77 34
17178		7 01
17183		10 19
17188		2 54
17189		73
17196		43 39
17197		8 03
17198		21 59
17202		24 33
17253		500 00
17253		614 09
17311		94 17
17312		947 75
17330		171 50
17397		2,445 63

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.		
17496		55 15
17498		1 69
17554		10 64
17565		22
17575		7 66
17613		3 94
17667		286 43
17668		467 50
17669		107 70
17768		226 21
17838		49 84
17846		180 04
17876		231 02
17882		263 41
17888		78 20
17926		18 59
17955		868 05
17926		1,849 08
17994		2,199 09
18014		28 72
18036		193 19
18057		6 45
18058		1,361 59
18118		48 57
18143		897 23
18147		553 78
18441		85 24
18894		7 00
19577		167 63
19781		300 00
19987		1,440 00
21656		285 06
21833		57 95
21822		334 46
22507		7 13
22603		10 23
11279	Public benefits	143 71
12746	Public benefits	194 53
21595	Restoration of amount diverted	1,954 59
25047	Payment of outstanding bonds and interest	150 60

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.		
23553 Payment of rebate	33 57	
Departmental bills	248 41	
For payment of unadjusted claims	12,000 00	
For the erection of pumping stations at Kedzie avenue	40,000 00	
36—DEPARTMENT OF ELECTRICITY		**$1,982,522 87**
Administration and office expenses (salary of the city electrician being $5,000 per year)	14,399 00	
Fire alarm and police telegraph, repairs and renewals	40,000 00	
Fire alarm and police telegraph, operation	45,410 00	
Electrical inspection	31,750 00	
Electric light system, general expense	11,212 00	
Electric light system, repairing circuits and conduits and lamp posts	25,000 00	
Electric light system, lamps	18,788 00	
Electric light system, trimming lamps	83,074 88	
Electric light system, globes	6,200 00	
Electric light system, carbons	26,000 00	
Electric light plant, No. 6, repairs and renewals, steam plant	4,728 00	
Electric light plant, No. 6, repairs and renewals, electric plant	3,500 00	
Electric light plant, No. 6, salaries	19,966 00	
Electric light plant, No. 6, fuel	51,200 00	
Electric light plant, No. 6, other operation	3,500 00	
Electric light plant, No. 8, repairs and renewals, steam plant	4,000 00	
Electric light plant, No. 8, repairs and renewals, electric plant	1,197 80	
Electric light plant, No. 8, salaries	10,320 00	
Electric light plant, No. 8, fuel	30,000 00	
Electric light plant, No. 8, other operation	2,500 00	
Electric light plant, R. A. Waller, repairs and renewals, steam plant	2,500 00	
Electric light plant, R. A. Waller, repairs and renewals, electric plant	1,000 00	
Electric plant, R. A. Waller, salaries	11,345 00	
Electric light plant, R. A. Waller, fuel	25,000 00	
Electric light plant, R. A. Waller, other operation	1,700 00	
Electric light plant, Fullerton avenue, repairs and renewals, steam plant	3,000 00	

DEPARTMENT OF ELECTRICITY—Continued.

Electric light plant, Fullerton avenue, repairs and renewals, electric plant	1,600 00
Electric light plant, Fullerton avenue, salaries	15,168 00
Electric light plant, Fullerton avenue, fuel	35,000 00
Electric light plant, Fullerton avenue, other operation	4,400 00
Gas inspector's office (including salaries of four inspectors at $118 per month)	16,000 00
Street lamp repair shop, salaries	7,200 00
Street lamp repair shop, materials	17,000 00
Maintaining gas lamps	363,000 00
Rental gasoline lamps	189,000 00
Rental electric lamps	80,570 00
City Hall lighting	1,200 00
Automobile licenses, number plates and inspection	3,500 00
Street car tickets	2,000 00

EXTRAORDINARY EXPENSE.

Removing poles and wires from streets to be improved	100,000 00
Fire alarm and police extension	50,000 00
Extension of municipal lighting system	500,000 00
Placing names of streets on corners and street numbers on lamp posts	10,000 00
Fire proof building for fire alarm office and electrical equipment for the same at 64th street and Wentworth avenue	25,000 00
Labor and material, account of survey for the accumulation and compiling of data necessary to enable the City Electrician to require the installation of return conductors of sufficient capacity to prevent electrolysis	10,663 00
Departmental bills	305 97
Labor and material furnished other departments, largely consisting of wiring and re-wiring of pumping stations, police stations, fire engine houses, municipal court buildings, etc., for electric light, the amount requested constitutes a capital fund account, to be reimbursed as expended by the departments having the work done	15,000 00
Removal of fire alarm office	8,000 00

37—CITY REAL ESTATE AND BUILDINGS		**$ 50,620 22**
Repairs to rented city buildings	$ 1,000 00	
Taxes and special assessments on city property	45,620 22	
Rent, heat, janitor, water, light and miscellaneous charges for miscellaneous buildings for use of city and expenses in connection with purchase and sale of city property	4,000 00	
38 and 39—SPECIAL PARK COMMISSION		**$ 110,900 00**
For salaries of superintendents of playgrounds and bathing beaches, playground directors and assistant playground directors, supervisor of assistant directors and playground laborers	$ 18,000 00	
For salary of secretary of commission	1,500 00	
For emergency labor, teaming, general supplies, all playgrounds	1,750 00	
For repairs, painting, general improvement and supplies at playgrounds	7,500 00	
For general office expenses, stenographer, architect, draftsman, telephones, printing, street car and railroad transportation	1,500 00	
For lease, construction and improvement of two new playgrounds on west side of city	10,000 00	
For maintenance and operation of three bathing beaches, for supplies and repairs	3,750 00	
For construction and maintenance of one new bathing beach building and for salaries, supplies and repairs, new bathing beach	3,500 00	

For salaries of superintendent of parks, foremen and gardeners; for wages of laborers at all parks, squares and triangles, as follows: Ellis Park, Douglas Monument Park, Aldine Square, East End Park, Lakewood Park, Bickerdike Square, Jefferson Park, De Kalb Square, Patterson Park, Oak Park, Washington Square, Green Bay Park, Ogden Front, triangle at Belden avenue and Sedgwick street, triangle at Clark and Eugenie streets, Gross Park, Crescent Park, Norwood Park, Block Ten, Norwood Park, Block Three, Norwood Park, triangle at Ceylon avenue and Crecsent avenue, Norwood Park, Oakland Park, Eldred Park, Irving Park, Kosciusko Park, Kedzie Park, Fernwood Park, Amy L. Barnard Park, Normal Park, Dauphin Park, Adams Park Merrick Park Holden Park, Austin-

SPECIAL PARK COMMISSION—Continued.

Park, Blackstone Park, triangle at 92d street and South Chicago avenue, Schoenhofen Park, Congress Park, Seventy-second Street Park	22,000 00	
Supplies, repairs and 1,000 benches at all parks	7,000 00	
For water supply system and completion of construction of walks at Austin and Merrick parks	3,500 00	
For improvement of city property at 39th street and Lake avenue as a park	1,000 00	
For improvement of McCormick playground	4,000 00	
For the cost of acquiring land for a small park in the 20th Ward	4,500 00	
For improvement of Adams park at 76th street and Dobson avenue	2,000 00	
For improvement of East End park at 51st street, East End avenue and Lake Michigan	5,000 00	
For improvement of Ellis park at 37th street and Langley avenue	5,000 00	
For completion of improvements at Bickerdike square, Amy L. Barnard park, Normal park (between 67th and 69th street) in Block 10 and Block 3, (triangles) in Norwood park, for fence around Oak park, for improvement of part of Fernwood park, for erection of store houses in parks, for purchase and maintenance of horse and buggy or "runabout" motor for superintendent of parks	9,400 00	
40—CITY MARKETS		**$ 4,045 00**
Salaries	$ 945 00	
Cleaning Haymarket square	2,100 00	
Dayton street market	1,000 00	
COST OF COLLECTION OF TAXES		**$ 250,000 00**
Loss and cost in collecting corporate taxes	$ 250,000 00	

MISCELLANEOUS.

For payment of petty injury and damage claims, refunds, clerk hire and stenographer's hire, funeral and other expenses ordered paid by the finance committee	$ 9,500 00	
Contingent fund, for contingent and other expenses for corporate purposes not otherwise provided for, to be expended under the direction of the Mayor and City Comptroller	40,000 00	

MISCELLANEOUS—Continued.

For payment of judgments	140,000 00
For payment of interest on judgments	15,000 00
For payment of costs on judgments	10,000 00

CATTLE POUNDS.

For wages, maintenance and supplies	$ 5,140 00

VARIOUS PENSION FUNDS AND MISCELLANEOUS.

FIREMEN'S PENSION FUND.

For 1 per cent of all licenses collected by the city during the year, made payable to this fund by an act of the General Assembly, approved May 13, 1887, in force July 1, 1887. Also 25 per cent of the amount received from 2 per cent insurance tax, made payable to this fund by an act of General Assembly, approved April 24, 1901.....

POLICE PENSION FUND.

For amounts provided for in an act of the General Assembly, approved and in force May 16, 1903.....

CHICAGO ERRING WOMEN'S REFUGE FOR REFORM.

The amount of fines of police courts made payable to this fund by an act of the General Assembly, approved March 31, 1869, being one-half of the fines imposed upon inmates of houses of ill-fame.....

HOUSE OF GOOD SHEPHERD.

The amount of fines of police courts made payable to this fund by an act of the General Assembly, approved March 31, 1869, being one-half of the fines imposed upon inmates of houses of ill-fame.....

ILLINOIS HUMANE SOCIETY.

For all fines collected imposed through the agency of said Humane Society for the prevention of cruelty to animals and children, provided by an act of the General Assembly, approved June 23, 1885, in force July 1, 1885.....

RECAPITULATION OF APPROPRIATIONS FOR CORPORATE PURPOSES.

Mayor's office		$ 33,328 70
City Council		111,500 00
Committee on Local Transportation		25,225 87
Committee on Gas, Oil and Electric Light		15,000 00
Charter convention		10,000 00
Department of Transportation		3,500 00
City Clerk		64,310 39
City Treasurer		38,077 12
Law Department—		
Corporation Counsel	183,000 62	
Prosecuting Attorney	49,829 00	
City Attorney	154,985 85	
		387,815 47
Department of Finance—		
Comptroller's office	$ 92,076 25	
Interest on temporary tax loans	120,000 00	
Miscellaneous	54,106 40	
Hospitals	15,000 00	
City real estate and buildings	50,620 22	
City Markets	4,045 00	
Cost of collecting taxes	250,000 00	
Mayor's contingent fund	40,000 00	
Judgments	140,000 00	
Interest and costs on judgments	25,000 00	
Cattle pounds	5,140 00	
		795,987 87
City Collector's office		73,072 24
Department of Public Works—		
Commissioner's office	$ 3,234 80	
Bureau of Engineering	2,625,448 03	
Bureau of Streets	3,305,169 25	
Bureau of Sewers	491,912 61	
Bureau of Maps	6,299 67	
Bureau of Public Buildings	116,141 25	
		6,548,205 61
Election Commissioners		414,918 39
Civil Service Commission		54,965 00
Department of Supplies		22,238 00
Police Department		5,553,905 80
Municipal Courts		800,187 30
House of Correction		275,252 31

RECAPITULATION OF APPROPRIATIONS—Continued.

Fire Department	3,202,425 41
Building Department	125,057 10
Health Department	841,824 95
City Physician	5,000 00
Track Elevation	6,800 00
Department for Inspection of Steam Boilers and Steam Plants	57,300 00
City Sealer's office	23,155 00
Board of Examining Engineers	11,800 00
Board of Local Improvements	940,868 45
Department of Electricity	1,982,522 87
Special Park Commission	110,900 00
Finance Committee Fund	9,500 00
	$22,544,643 85

INTEREST AND SINKING FUND ACCOUNT.

WATER LOAN SINKING FUND.

Water loan bonds due July 1, 1908	$ 127,500 00
Water loan bonds due July 1, 1909	11,250 00
Water loan bonds due July 1, 1910	5,175 00
Water loan bonds due January 1, 1911	7,975 00
Water loan bonds due July 1, 1912	41,050 00
Water loan bonsd due January 1, 1914	6,500 00
Water loan bonds due July 1, 1914	22,300 00
Water loan bonds due July 1, 1915	74,250 00
Total	$ 296,000 00

SEWER SINKING FUND.

Sewer loan bonds due July 1, 1908	$ 20,220 20
Sewer loan bonds due January 1, 1911	18,450 00
Sewer loan bonds due July 1, 1912	24,500 00
Sewer loan bonds due July 1, 1914	39,125 00
Total	$ 102,295 00

RIVER IMPROVEMENT SINKING FUND.

River improvement bonds due January 1, 1911	$ 12,500 00
River improvement bonds due July 1, 1912	12,450 00
River improvement bonds due July 1, 1913	25,000 00

INTEREST AND SINKING FUND ACCOUNT—Continued.

River improvement bonds due July 1, 1914	12,175 00
River improvement bonds due July 1, 1915	63,150 00
Total	$ 125,275 00

SCHOOL SINKING FUND.

School bonds due July 1, 1908	$ 103,500 00
School bonds due July 1, 1910	6,750 00
School bonds due January 1, 1911	23,800 00
Total	$ 134,050 00

GENERAL SINKING FUND.

Rogers Park bonds due June 1, 1910	$ 350 00
Municipal bonds due January 1, 1914	3,000 00
Tunnel bonds due July 1, 1916	5,000 00
Tunnel bonds due January 1, 1918	5,000 00
Tunnel bonds due July 1, 1918	4,900 00
Tunnel bonds due October 1, 1918	5,000 00
Tunnel bonds due January 1, 1919	4,900 00
Municipal bonds due July 1, 1919	27,350 00
Municipal bonds due September 1, 1919	11,400 00
World's Fair bonds due January 1, 1921	214,650 00
Total	$$ 281,550 00

SUMMARY.

Water loan sinking fund	$ 296,000 00
Sewer sinking fund	102,295 20
River improvement sinking fund	125,275 00
School sinking fund	134,050 00
General sinking fund	281,550 00
Judgment funding bonds due January 1, 1909	295,000 00
Permanent improvement bonds due January 1, 1909	168,000 00
General corporate purposes bonds due January 1, 1909	125,000 00
	$1,527,170 20
Loss and cost in collecting tax	63,632 10
Total sinking funds	$1,590,802 30
Interest on bonded indebtedness	1,012,147 50
Grand total	$2,602,949 80

WATER FUND

1907

APPROPRIATIONS FROM WATER FUND.

DEPARTMENT OF PUBLIC WORKS.

COMMISSIONER'S OFFICE.

Amount of salaries and expense to be paid from Water Fund		$ 29,106 00

BUREAU OF ENGINEERING.

CHICAGO HARBOR.

Six dredging inspectors at $1,080	$ 6,480 00	
Six harbor police at $1,000	6,000 00	
		$ 12,480 00
City Engineer	$ 5,000 00	
Auditor and bookkeeper	1,800 00	
Chief clerk	2,400 00	
Messenger	600 00	
Stenographer and clerk	1,000 00	
Office stationery, transportation and supplies	4,500 00	
Hydrant rentals, Rogers Park Water Co	11,000 00	
For overtime work required to close accounts	550 00	
		$ 26,850 00

CITY ENGINEER'S MISCELLANEOUS ROLL.

Draftsman	$ 1,200 00	
Clerk	1,200 00	
Clerk	1,000 00	
Clerk	1,000 00	
Architectural engineer	3,000 00	
		7,400 00

WATER PIPE EXTENSION.

Superintendent	$ 3,800 00
Assistant superintendent	2,100 00
Engineer	2,088 00
Clerk	1,620 00
Clerk	1,500 00
Clerk	1,200 00
Clerk	1,188 00
Clerk	1,350 00
Clerk	1,000 00

BUREAU OF ENGINEERING—Continued.

Clerk	900 00	
Stenographer and stock clerk	1,200 00	
Stenographer	1,000 00	
Clerk	1,000 00	
Clerk	1,000 00	
Clerk	1,000 00	
Draftsman	1,399 00	
Draftsman	1,200 00	
Six draftsmen at $1,080	6,560 00	
Plumbing inspector	1,500 00	
Office stationery and supplies	2,500 00	
Amount needed for Board of Engineering for work done for Board of Local Improvements (including one clerk at $1,000 to handle refund vouchers for the laying of water serivce pipes), also one clerk in charge of estimates and contracts for street improvement work at $1,500; also general water pipe inspector at $1,500, and sub-inspectors at $1,140 per year	10,700 00	
For amount of space occupied by water pipe extension division in City Hall, said sum to be in payment of rental for the year	1,120 00	
		$ 46,925 00

WATER PIPE EXTENSION—REPAIRS, MAINTENANCE AND CONSTRUCTION.

Eight foremen at $125 per month	$ 12,000 00
Assistant foremen at $112.50 per month	30,375 00
Mason foremen at $6 per day	5,616 00
Bricklayers at $5 per day	23,475 00
Bricklayers' Helper at $2.50 per day	782 50
Caulkers at $3 per day	47,000 00
Laborers at $2.50 per day	225,000 00
Twenty watchmen at $900	18,000 00
Ten timekeepers at $1,200	12,000 00
Teaming	50,000 00
Labor required for construction (including supervision) also one foreman for water pipe extension division at $1,620 per year	110,000 00
Horsefeed and transportation	5,000 00
Private work laying water pipe by special deposit	100,000 00
Reimbursing street department	25,000 00

BUREAU OF ENGINEERING—Continued.

Restoration of streets	5,000 00	
Miscellaneous material: repairs, maintenance and construction	75,000 00	
Protection of fire hydrants	35,000 00	
Reimbursing water works shops	50,000 00	
Labor required for construction for installing service pipes	11,029 12	
Labor required for maintenance of water service pipes, including foremen of laborers for locating service pipes at $125 per month, tappers $100 and inspectors $117 per month	85,000 00	
Private work and laying water service pipe by special deposit	3,472 50	
		$ 928,750 12

WATER PIPE EXTENSION CONTRACT MATERIAL.

Special castings	$ 30,000 00	
Lumber	12,000 00	
Brass castings	10,000 00	
Hydrant and stop valve castings	25,000 00	
Hydrant rings and covers	10,000 00	
Valve basin covers	12,000 00	
Cast iron water pipe, $225,000; to be expended in 1907	125,000 00	
Lead pipe, buffalo boxes, stopcocks, solder, taps	23,668 56	
For refunding cost of installation of service pipes during October, 1906, during cessation of such work by the city	2,693 25	
		$ 250,361 81

WATER PIPE EXTENSION PIPE YARDS.

Superintendent	$ 1,800 00	
Four (4) foremen at $100 per month	4,800 00	
Eight watchmen at $900	7,200 00	
Laborers	20,000 00	
Carpenter foreman	1,565 00	
Carpenters	12,000 00	
Clerk	1,000 00	
		48,365 00

WATER PIPE EXTENSION—NEW WORK TO BE DONE IN 1907.

New feeder mains, north, south and west sides	$ 505,000 00

BUREAU OF ENGINEERING—Continued.

Remodeling and repairing pipe and district yards and building new yards	5,000 00	
Water pressure gauges	1,000 00	
Pitometer and water way surveys	20,000 00	
Circulating mains for eliminating dead ends from water system	15,000 00	
Reinforcing small mains in Austin	7,000 00	
Removal of mains from under track elevation	25,000 00	
		578,000 00
Bills of:		
South Park Commissioners, water pipe extension	$ 28 80	
South Park Commissioners, water pipe extension	24 00	
South Park Commissioners, water pipe extension	20 50	
South Park Commissioners, water pipe extension	21 33	
South Park Commissioners, water pipe extension	15 00	
South Park Commissioners, water pipe extension	8 07	
South Park Commissioners, water pipe extension	3 00	
South Park Commissioners, water pipe extension	2 05	
South Park Commissioners, water pipe extension	16 25	
South Park Commissioners, water pipe extension	10 65	
South Park Commissioners, water pipe extension	26 95	
South Park Commissioners, water pipe extension	2 00	
South Park Commissioners, water pipe extension	1 00	
South Park Commissioners, water pipe extension	4 00	
South Park Commissioners, water pipe extension	1 50	
South Park Commissioners, water pipe extension	4 20	
South Park Commissioners, water pipe extension	1 25	
South Park Commissioners, water pipe extension	2 80	
South Park Commissioners, water pipe extension	79 50	
South Park Commissioners, water pipe extension	130 20	
South Park Commissioners, water pipe extension	45 90	
South Park Commissioners, water pipe extension	20 67	
South Park Commissioners, water pipe extension	17 00	
South Park Commissioners, water pipe extension	10 15	
South Park Commissioners, water pipe extension	5 00	
South Park Commissioners, water pipe extension	24 50	
South Park Commissioners, water pipe extension	45 33	
South Park Commissioners, water pipe extension	29 86	
	$	601 46
City Collector (Bureau of Streets), water pipe extension	$ 665 55	
City Collector (Bureau of Streets), water pipe extension	66 00	

BUREAU OF ENGINEERING—Continued.

City Collector (Bureau of Streets), water pipe extension	406 21	
City Collector (Bureau of Streets), water pipe extension	1,045 84	
City Collector (Bureau of Streets), water pipe extension	333 49	
City Collector (Bureau of Streets), water pipe extension	184 00	
City Collector (Bureau of Streets), water pipe extension	220 08	
City Collector (Bureau of Streets), water pipe extension	467 57	
City Collector (Bureau of Streets), water pipe extension	457 50	
City Collector (Bureau of Streets), water pipe extension	1,331 89	
		5,178 13
R. Seelig & Son, southwest land tunnel		6 30
South Chicago Stables, water pipe extension	$ 18 00	
South Chicago Stables, water pipe extension	18 00	
South Chicago Stables, water pipe extension	18 00	
South Chicago Stables, water pipe extension	18 00	
		72 00
W. D. Gibson Co., 68th Street Pumping Station		11 03
A. Jallass, assignee, 14th Street Pumping Station		15 75
Webster Avenue Livery, Meter Mechanical Division		18 00
R. Hanisch & Sons, water pipe extension		1 30
		$ 5,903 97

CRIBS.

Five crib keepers at $1,199	$ 5,995 00	
Five assistant crib keepers at $1,000	5,000 00	
Laborers at $2 per diem	8,000 00	
Mechanical engineers at $3 per diem	2,400 00	
Dynamo engineers at $3 per diem	500 00	
One diver	2,400 00	
Divers' helpers	2,800 00	
Meals	6,000 00	
Labor and material for repairs	5,000 00	
Fuel and supplies	5,000 00	
Tug service, nine summer months	6,000 00	
Tug service, three winter months	10,000 00	
		$ 59,095 00

WATER WORKS SHOPS AND REPAIRS DIVISION.

For water works shops and repairs to constitute a capital fund account to be reimbursed by departments and divisions having work done	$ 100,000 00

BUREAU OF ENGINEERING—Continued.

New machinery and alterations	25,000 00	
New iron foundry and equipment	30,000 00	
		$ 155,000 00

TESTING DIVISION.

One chief tester in charge at $250 month	$ 3,000 00	
One assistant tester at $150 month	1,800 00	
Two assistant testers at $125 month	3,000 00	
One rodman at $100 month	1,200 00	
Supplies for laboratory	2,000 00	
		$ 11,000 00

METER MECHANICAL DIVISION.

One foreman	$ 2,000 00	
One clerk at shops at	1,200 00	
Two clerks at $90 month	2,160 00	
Meter setters at $3.50 day	16,902 00	
Laborers at $2.50 day	10,000 00	
Nine expressmen at $3.50 day	9,155 25	
Plumbers at $4.50 day	8,451 00	
Purchasing meters and installation	200,000 00	
Reimbursing water works shops for work done	5,000 00	
Reimbursing street department for repairs to streets	2,500 00	
Bill of H. R. Worthington	12 00	
		$ 257,380 25

PUMPING STATIONS—OPERATION, REPAIRS AND MAINTENANCE.

One chief engineer in charge of all pumping stations	$ 3,000 00
Eight chief engineers at $208 1-3 per month	20,000 00
Twenty-eight mechanical engineers at $166 2-3 per month	56,000 00
Two mechanical engineers at $110 per month	2,640 00
Five mechanical engineers at $100 per month	6,900 00
One mechanical engineer for 9 months, at $100	900 00
One mechanical and electrical engineer at $100 per month	1,200 00
One hoisting engineer at $100 per month	1,200 00
Twelve boiler washers at $1,080	12,960 00
One hundred oilers at $1,000	100,000 00
Twenty-four head firemen at $1,036	24,864 00
Seventy-one firemen at $1,000	71,000 00
Fifty coal passers at $1,000	50,000 00
One rigger at $80 per month	960 00

BUREAU OF ENGINEERING—Continued.

Twenty-four laborers at $65 per month	18,720 00	
Eight janitors at $75 per month	7,200 00	
Two clerks at $83 1-3 per month	2,000 00	
Machinists at $4.50 per day	17,820 00	
Six machinists' helpers at $3.20 per day	4,000 00	
Four well tenders at $900	3,600 00	
Steamfitters at $4.62 per day	11,815 00	
Steamfitter's helpers at $3.50 per day	8,764 00	
		$ 419,543 00

PUMPING STATIONS—LABOR, MATERIAL, SUPPLIES, ETC.

For repairs, maintenance and operation	$ 169,421 00	
Coal for all stations	375,000 00	
		544,421 00
New smoke prevention devices (including draft on two south boilers of 68th Street Pumping Station as per Council order, October 22, 1906		3,000 00
Two boiler feed pumps for 14th Street Pumping Station		1,500 00

EXISTING CONTRACTS.

Chicago Avenue Pumping Station, new pumping engines, foundations, remodeling of tunnels, etc. (including engineering and inspection)	$ 5,000 00	
Central Park Avenue Pumping Station and Springfield Avenue Pumping Station, new engines and foundations (including engineering and inspection	5,000 00	
Sixty-eighth Street Pumping Station, new boiler plant (including engineering and inspection)	1,000 00	
Sixty-eighth Street Pumping Station, coal handling machinery and remodeling boiler room (including engineering and inspection)	10,000 00	
New southwest land and lake tunnel with pumping station (to be expended in 1907)—		
Section 2	200,000 00	
Section 3	300,000 00	
Roseland Pumping Station (southwest land and lake tunnel). Engines, foundations, boilers, building, appurtenances, etc.	125,000 00	
Harrison Street Pumping Station, new boiler plant (including engineering and inspection)	1,000 00	
Central Park Avenue Pumping Station wet well floor	2,500 00	

BUREAU OF ENGINEERING—Continued.

New Tunnel Peck Court Shaft to Harrison Street Pumping Station (including engineering and inspection)....	7,000 00	
Chicago Avenue Pumping Station, new floors, galleries, etc. (including engineering and inspection).....	15,000 00	
Lake View Pumping Station, new pumping engines, foundations and appurtenances (estimated cost $130,000), to be expended in 1907.....	50,000 00	
Central Park Avenue and Springfield Avenue Pumping Stations, additional boilers and appurtenances (including engineering and inspection).....	20,000 00	
Fourteenth Street Pumping Station, engine and generator and installation (including engineering and inspecion) as per Council order.....	4,000 00	
Ashland Avenue Water Pipe Tunnel (including engineering and inspection), also installation of water mains	70,000 00	
Indiana Street Water Pipe Tunnel (including engineering and inspection), also installat ion of water mains...	25,000 00	
Diversey Boulevard Water Pipe Tunnel (including engineering and inspection), also installation of water mains	30,000 00	
Lake View Crib, new superstructure.....	3,000 00	
Departmental bills	5,212 58	
		$ 878,712 58

NEW WORK TO BE DONE IN 1907.

New tunnel from 22d Street Pumping Station to Chicago Avenue Pumping Station (including engineering and inspection), estimated cost, ..650,000, to be expended in 1907	250,000 00	
Twenty-second Street Pumping Station, repairing water ends of pumps (including engineering and inspection)	20,000 00	
Lake View Pumping Station, addition to building and remodeling of old station, including crane way (including engineering and inspection), estimated cost $184,000, to be expended in 1907.....	60,000 00	
Replacing coal handling machinery at Central Park Avenue Pumping Station	11,000 00	
One-half cost of tunnel under river at Western avenue...	9,300 00	
One-half cost of tunnel under Drainage Canal at Western avenue	12,500 00	
One-half cost of tunnel under Illinois and Michigan Canal		

BUREAU OF ENGINEERING—Continued.

at Western avenue	7,000 00	
For purchase of water works at Rogers Park	300,000 00	
		$ 669,800 00

BUREAU OF SEWERS.

FULLERTON AVENUE PUMPING STATION.

One chief engineer	$ 1,599 00	
Three assistant engineers at $1,199	3,597 00	
Three firemen at $1,000	3,000 00	
Three oilers at $1,000	3,000 00	
One laborer	720 00	
Coal	9,000 00	
Repairs and supplies	4,000 00	
Building repairs	1,500 00	
		$ 26,416 00

INTERCEPTING SEWERS.

Section D, Lawrence avenue conduit	$ 20,000 00	
Section Q, for Lot 56 to river in Lawrence avenue	15,000 00	
Restoration of Lawrence avenue	6,000 00	
Section N, intake Lake Michigan, for Lawrence avenue	10,000 00	
Section V, eight and one-half foot sewer and change at station, Lawrence avenue	1,000 00	
Section I, six and one-half foot sewer, 39th street to 35th street	5,300 00	
Section O, wells and buildings, Thirty-ninth Street Pumping Station	40,000 00	
Section P, wells and buildings, Lawrence Avenue Pumping Station	20,000 00	
Section T, pumping machinery at Lawrence Avenue Station	20,000 00	
Section S, pumping machinery for Thirty-ninth Street Pumping Station	10,000 00	
Section M, Intake and Protecton Pier, Thirty-ninth street	1,000 00	
Restoration of Jackson Park avenue, Sixty-fourth to Seventy-third street	25,000 00	
Reversal of sewers, South Side	5,000 00	
Connecting sewers, North Side	1,680 00	
Removing bulkheads in Lawrence avenue conduit	5,250 00	
Operating Lawrence Avenue Pumping Station	4,200 00	

BUREAU OF SEWERS—Continued.

Maintenance intercepting sewers	5,000 00	
Office expense	12,000 00	
Operation Carter H. Harrison, Sr., Pumping Station 6 months	21,000 00	
Bill M. H. McGovern for repairing 16-foot condit, Lawrence avenue and Kenmore avenue	6,988 28	
Deparmental bills	742 61	
		$ 235,160 89

DEPARTMENT OF FINANCE.

Comptroller's Office—		
Amount of salaries to be paid from the Water Fund	$ 9,500 00	
Paymaster's Bureau—		
Amount to be paid from Water Fund	4,000 00	

DEPARTMENT OF SUPPLIES.

13—Department of Supplies—		
Amount to be paid from Water Fund	$ 8,000 00	

CITY ATTORNEY'S OFFICE.

For salaries and expenses chargeable to Water Fund	$ 75,000 00	

CORPORATION COUNSEL.

For amount of salaries, Board of Local Improvements, Law Department	$ 1,350 00	
For salaries and expenses chargeable to the Water Fund	12,000 00	
One attorney for water department	2,000 00	
Stenographer and law clerk to the attorney for the water department	900 00	
		$ 16,250 00

BUREAU OF WATER.

COLLECTION DIVISION.

One Superintendent	$ 4,500 00	
One chief clerk	2,600 00	
One chief accountant	1,800 00	
One cashier	2,500 00	
One assistant cashier	2,000 00	

BUREAU OF WATER—Continued.

One registrar	1,500 00	
One record and voucher clerk ,stenographer)	1,199 00	
One stenographer and clerk	999 00	
Six division clerks at $1,500	9,000 00	
One chief night clerk	1,200 00	
Forty-two clerks at $1,199	50,358 00	
One messenger clerk	780 00	
One watchman	900 00	
One office boy (addressograph operator)	720 00	
For overtime and extra clerk hire	10,000 00	
		$ 90,056 00

ASSESSORS' DIVISION.

One assessor	$ 3,500 00	
One assistant assessor	1,260 00	
Four assistant assessors $1,080	4,320 00	
One clerk	1,200 00	
One notary public and custodian	1,199 00	
One notary public and custodian	1,080 00	
One clerk	1,080 00	
		$ 13,639 00

INSPECTION DIVISION.

One chief inspector	$ 1,800 00	
One clerk	1,080 00	
Forty inspectors at $1,000	40,000 00	
		$ 42,880 00

METER RATE DIVISION.

One chief clerk	$ 2,200 00	
One assistant chief clerk	1,500 00	
One chief rate taker	1,350 00	
Fourteen rate takers at $1,000	14,000 00	
One voucher clerk	1,500 00	
Fourteen clerks at $1,080	15,120 00	
Two expert meter testers and plumbing examiners at $1,080	2,160 00	
One mail clerk	900 00	
Teaming at $3.50 per day	15,043 00	
		$ 53,773 00

SHUT-OFF DIVISION.

One superintendent	$ 2,000 00	

BUREAU OF WATER—Continued.

Thirty leak, waste and shut-off men at $840	25,200 00	
Two meter shut-off men at $840	1,680 00	
Teaming at $3.50 per day	8,138 00	
		$ 37,019 00

MISCELLANEOUS EXPENSES.

Postage	$ 10,000 00	
Printing and sundries	12,500 00	
Rent—space in City Hall	15,000 00	
Refunds on erroneous assessments, etc	15,000 00	
Street car and railroad transportation	3,000 00	
Bills of:		
Thomson Meter Co.	25 40	
Henry R. Worthington	12 00	
Burroughs Adding Machine Co	4 25	
Unpaid Departmental	869 41	
		$ 56,411 06

BUREAU OF MAPS.

For salaries and expenses chargeable to Water Fund	$ 18,899 01	

MISCELLANEOUS ITEMS.

DEPARTMENT OF FINANCE.

For payment of judgments	$ 25,000 00	
For payment of costs on judgments	1,000 00	
For payment of maturing water pipe extension certificates and the redemption of such other water certificates as shall be ordered paid by the City Council	150,000 00	
Interest on water pipe extension certificates	15,000 00	
Interest on water loan bonds	141,157 50	
Street car, surface and raiilroad transportation	500 00	
		$ 332,657 50

BOARD OF LOCAL IMPROVEMENTS.

PUBLIC BENEFITS PAYABLE FROM WATER FUND.

Warrant.	Street.	Amount.
31377	South Morgan street	$ 83 57
33655	West Ninety-fifth street	186 32
33817	South Centre avenue	552 71
33818	Champlain avenue system	176 55
33964	Jeffery avenue	312 80

BOARD OF LOCAL IMPROVEMENTS—Continued.

33965	North Fifty-third avenue	166 33	
33966	West Eighty-seventh street	160 80	
33967	South Fifty-third avenue	688 15	
34131	Winona street	129 15	
34132	South Wood street	404 62	
34267	Ogden avenue	121 30	
	Interest on above warrants	150 00	
16965	Water main Fillmore street	$ 1,611 07	
			$ 4,743 37

REFUNDS ON REPEALED SPECIAL ASSESSMENTS, WHEREIN COSTS HAVE BEEN CHARGED TO WARRANTS.

Warrants.

16601	Water service, Forty-eighth court	$ 66 00	
16618	Water service, West Forty-second street	46 00	
16620	Water service, 26th street	96 00	
16201	Water supply, Kinney avenue	237 97	
15344	Water service, Central Park avenue	116 38	
15345	Water service, Juniata avenue	68 25	
15347	Water service, 95th street	94 12	
15379	Water service, Garvin avenue	83 25	
15382	Water service, Gross avenue	44 50	
15384	Water service, Rupp avenue	81 75	
15480	Water service, Claremont avenue	58 22	
			$ 992 44

Amount of miscellaneous expenses, court costs, etc., payable from Water Fund ..... $ 75,000 00

BOARD OF EDUCATION.

SCHOOL TAX FUND.

FOR BUILDING PURPOSES.

New buildings, sites and permanent improvements		$ 4,000,000 00
For educational purposes		13,676,000 00

TO PAY BONDED INDEBTEDNESS AND INTEREST ON BONDS.

Bonds	$56,000 00		
Interest coupons	6,625 00		
Estimated loss and cost of collecting	2,575 00		
		65,200 00	
For special assesments on school property		50,000 00	
			$17,791,200 00

THE CHICAGO PUBLIC LIBRARY.

Salaries, main library	$ 149,250 00	
Salaries—branch reading rooms	20,000 00	
Salaries—delivery stations	26,000 00	
Delivery stations—miscellaneous	20,250 00	
Branch reading rooms—miscellaneous	16,000 00	
Books	43,500 00	
Binding	25,000 00	
Finding lists	5,000 00	
Printing and stationery	7,500 00	
Newspapers and periodicals	12,000 00	
Miscellaneous	7,000 00	
Fuel	17,000 00	
Heating and generating plant	4,000 00	
Electric supplies and repairs	1,000 00	
Elevator supplies and repairs	1,100 00	
Janitor's expense	2,000 00	
Furniture and fixtures	20,000 00	
Insurance	4,000 00	
Freight and expressage	800 00	
Postage	1,200 00	
Books lost and paid for—refunds	400 00	
Repairs, alterations and improvements	24,000 00	
Interest on tax warrants	5,000 00	
Reserve for costs of extension and collection of tax	45,000 00	
Blackstone branch library	18,000 00	
		$ 475,000 00

RECAPITULATION OF APPROPRIATIONS FROM WATER FUND.

Commissioner of public works office	$ 29,106 00	
Department of finance office	13,500 00	
Department of supplies	8,000 00	
Bureau of engineering	4,904,487 73	
Bureau of sewers	261,576 89	
Bureau of water	293,777 06	
Bureau of maps	18,899 01	
Department of finance—miscellaneous	332,657 50	
Board of local improvements	80,735 81	
City attorney's office	75,000 00	
Corporation Counsel's office	16,250 00	
		$6,033,990 00

GENERAL RECAPITULATION.

Appropriations for corporate purposes	$22,544,643 85	
Sinking fund and interest	2,602,949 80	
Appropriations from water fund	6,033,990 00	
	$31,181,583 65	
Appropriations for school purposes	17,791,200 00	
Appropriations for public library	475,000 00	
		$49,447,783 65

SECTION 2. That the Comptroller and the heads of the other departments of the city government are hereby required to limit the expenditures of the different departments to the amounts above authorized, and to permit no overdrafts in respect to any of the items of this bill

ESTIMATED INCOME AND AVAILABLE RESOURCES FOR THE YEAR 1907.

Balance December 31, 1906 (exclusive of amounts carried forward for uncompleted contracts)	$ 4,092,397 52	
Balance in permanent improvement bond account	329,091 70	
Special deposit fund for maintenance of electric light	77,394 22	
Taxes of 1907 available by sale of tax warrants	4,561,452 77	
From miscellaneous sources	11,181,516 29	
From bonds to be issued	2,500,000 00	
		$22,741,852 50

ESTIMATED INCOME OF WATER FUND.

Balance on hand December 31, 1906	$ 41,365 13	
Revenue from water collections	4,326,252 39	
Rent of Rookery Building ground	35,000 00	
Miscellaneous receipts	59,110 12	
		$ 4,461,727 64

JUDICIARY.

The Committee on Judiciary, to whom was referred an ordinance amending Section 121 of the Revised Code of 1905, forbidding the "scalping" of tickets of admission to places of amusement, submitted a report recommending the passage of an accompanying substitute ordinance.

Ald. Harkin moved to concur in the report and pass the ordinance recommended by the Committee.

Ald. Kohout objected to the consideration of the question.

Ald. Harkin moved to suspend the rules temporarily for the purpose of considering the report immediately.

Ald. Finn raised the point of order that, objection having been made to its consideration, the report should be deferred and published.

The Chair ruled that the point of order was well taken, and it was so ordered.

Subsequently Ald. Kohout withdrew his objection.

Ald. Harkin thereupon moved that consideration of the report be taken up and the ordinance recommended by the committee be passed.

The motion prevailed and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Article 2 of Chapter VI of the Revised Municipal Code of Chicago of 1905.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Article 2 of Chapter VI of the Revised Municipal Code of Chicago of 1905, be and the same is hereby amended by striking therefrom Section 121, and substituting therefor a section to be hereafter known as Section 121, which said section shall read as follows:

"Section 121. **Scalping Forbidden.**] It shall be unlawful for any person or corporation to sell or to engage in the business of selling, any ticket of admission to any theatrical, operatic or musical entertainment, except at the regular ticket office or ticket offices located upon the premises where such entertainment is to be given or held; provided that nothing in this ordinance shall be held or construed to prohibit the sale of tickets to entertainments, the proceeds of which are to be devoted to charitable or benevolent purposes.

"It shall be unlawful for any person or corporation to sell or to engage in the business of selling at a premium or at a higher price than the price printed thereon, any ticket of admission to any place of amusement, whether such selling be his or its regular business, or be engaged in occasionally or incidentally in connection with some other business.

"No person or corporation conducting any place of amusement, or any officer, agent, or employe thereof, shall directly or indirectly offer to sell, sell, consent to sell, or permit to be sold, any ticket of admission to any place of amusement to any broker, speculator, scalper, or other person, regularly, occasionally, or incidentally engaged

in the business of selling any such tickets of admission for re-selling at an increased price above that printed thereon."

SECTION 2. This ordinance shall be in full force and effect from and after its passage and due publication.

ALSO,

The same committee, to whom were referred certain other ordinances concerning "scalping" of theater tickets, submitted a report recommending that the same be placed on file.

Ald. Larson moved to concur in the report.

The motion prevailed.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Larson, deferred and ordered published:

CHICAGO, March 13, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred a communication from the Commissioner of Public Works in reference to flagmen at the street crossings of the Illinois Central Railway, having had the same under advisement, beg leave to report and recommend the passage of the accompanying ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1991 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

1991. **Flagmen at Crossing.**] Every person or corporation owning or operating a steam railway, whose track or tracks cross or intersect at the street level, any street car track or tracks, or any street or highway within the City of Chicago, shall station, keep and maintain from the hours of six o'clock A. M. to seven o'clock P. M. of each day, without expense to the city, at each and every such crossing or intersection, a flagman whose duty it shall be to signal all persons of the approach of any engine, or any car or train of cars, and also to warn them of any existing or impending danger.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

A. LARSON,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Larson, deferred and ordered published:

CHICAGO, March 13, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance turning over Chicago Avenue Park to the Lincoln Park Commissioners, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

AN ORDINANCE

Authorizing the Commissioners of Lincoln Park to take charge of, control and improve "Chicago Avenue Park" in the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. WHEREAS, the City of Chicago owns a strip of land situated between Chicago avenue and Pearson street, described as follows:

Beginning at a point 420 feet east of the northeast corner of Chicago avenue and Lincoln Park boulevard, thence 330 feet east to the boundary line between city and park property; thence 217.65 feet north to the south line of Pearson street, thence 330 feet west on said south line of Pearson street, thence 217.65 feet south to the place of beginning; lying wholly within the district

or territory, the property of which is taxable for the maintenance of the parks under control of the Commissioners of Lincoln Park; and

WHEREAS, The Commissioners of Lincoln Park are desirous to take, regulate, control and improve said strip of land;

Now, Therefore, consent is herby given and granted to said Commissioners of Lincoln Park to take, regulate, control and improve as a public playground for children, said strip of land hereinbefore described; provided, however, that said Commissioners of Lincoln Park shall take charge of, maintain, improve and keep in good condition and repair said strip of land at their own expense and entirely without cost, charge or expense of any kind to the City of Chicago; and further provided, that nothing in this ordinance contained shall be construed as a waiver or relinquishment on the part of the City of Chicago of any of its rights and powers in relation to the laying of water pipes, and the building and repairing of sewers that may extend through said strip of land, or of the rights reserved to the City of Chicago in Section three (3) of this ordinance.

SECTION 2. In the event of failure or neglect on the part of said Commissioners of Lincoln Park to maintain, improve and keep said strip of land in proper condition as a children's playground for a period exceeding one year, then the control, use and management of said strip of land shall immediately revert to the City of Chicago.

SECTION 3. The jurisdiction and control of the said Commissioners of Lincoln Park over said property, or any part thereof, shall cease and terminate and be returned to the City of Chicago upon six months' notice in writing being given said Commissioners of Lincoln Park by the proper City authorities.

SECTION 4. Said Commissioners of Lincoln Park shall accept the provisions of this ordinance within sixty days after the date of the passage of this ordinance, otherwise the same shall be null and void.

SECTION 5. This ordinance shall be in force and effect from and after its passage.

A. LARSON,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Larson, deferred and ordered published:

CHICAGO, March 13, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Judiciary, to whom was referred an ordinance to permit newspaper stands on street corners between the hours of 5 A. M. and 8 P. M., having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The Commissioner of Public Works is hereby authorized to permit stands to be maintained on the public streets between the hours of 5 A. M. and 8 P. M., which shall be used for the purpose of exhibiting for sale, daily newspapers printed and published in Chicago. Such stands as authorized shall not exceed 3 feet 6 inches in height, 22 inches in width and 14 inches in depth, and nothing shall be exhibited, offered or sold therefrom except daily papers as above described. All such stands shall be removed at the discretion of the Mayor or Commissioner of Public Works.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

A. LARSON,
Acting Chairman.

ALSO,

The same committee, to whom was

referred sundry communications and an ordinance concerning news stands at street corners, submitted a report recommending that the same be placed on file.

Ald. Larson moved to concur in the report.

The motion prevailed.

LICENSE.

The Committee on License submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, March 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on License, to whom was referred an ordinance establishing a prohibition district in the territory bounded by Jackson Park avenue, Pittsburg, Ft. Wayne and Chicago Railway Company, Marquette avenue and 94th street, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license be hereafter issued to keep a saloon or dramshop within that portion of the City of Chicago described as follows, to-wit: Commencing at the intersection of the south line of 94th street and center line of Jackson Park avenue; thence north along the center line of Jackson Park avenue to the southwesterly line of the right of way of the Pittsburg, Ft. Wayne and Chicago Railroad; thence southeasterly along the said southwesterly line of the right of way to the center line of Marquette avenue; thence south along the center line of Marquette avenue to the south line of 94th street; thence west along the south line of 94th street to the place of beginning; all the said lines being intended to form continuous boundaries, and running across streets and alleys so as to form such continuous lines, whether so specified in the foregoing description or not.

SECTION 2. The territory lying within the boundaries above mentioned shall be deemed and known as a prohibition district within which it shall not be lawful for any such license to be granted.

SECTION 3. This ordinance shall take effect from and after its passage.

W. P. DUNN,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Dunn, deferred and ordered published:

CHICAGO, March 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on License, to whom was referred an ordinance amending Section 166 of the Revised Municipal Code of Chicago of 1905, in re reduction of license for billiard and pool tables, having had the same under advisement, beg leave to report and recommend that the ordinance be passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 166 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"166. **License—Fee.**] Any person desiring to have, keep or conduct any billiard or pool table or any bowling or pin and ball alley for profit in the city, and desiring to be licensed under the provisions of this chapter, shall make written application for such license to the Mayor, setting forth in such application the full name of the applicant and the place at or in which such billiard or pool table or bowling or pin and ball alley is to be kept, used or operated; and upon payment by such applicant to the city collector

of a license fee of five dollars for each such billiard or pool table and each such bowling or pin and ball alley which such applicant desires to so keep, use or operate, the Mayor shall issue or cause to be issued to such applicant a license attested by the city clerk authorizing the keeping, conducting or operating of such billiard or pool table or tables or such bowling or pin and ball alley or alleys, as the case may be, at the place described in such application, for and during the term of such license."

SECTION 2. This ordinance shall be in full force and effect from and after its passage and due publication.

W. P. DUNN,
Chairman.

STREETS AND ALLEYS, NORTH DIVISION.

The Committee on Streets and Alleys, North Division, submitted the following report, which was, on motion of Ald. Sullivan, deferred and ordered published:

CHICAGO, March 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, North Division, to whom was referred ordinance granting United States Brewing Company switch track, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the United States Brewing Company of Chicago, its successors and assigns, to lay down, maintain and operate one single railroad switch track on the easterly side of Hawthorne avenue, connecting with the switch track now maintained and operated by the said United States Brewing Company under an ordinance passed by the City Council March 24th, 1902, at a point opposite the northerly line of Lot thirteen (13) and running in a southeasterly direction for a distance of about eighty-three (83) feet to a point opposite the southerly line of said Lot thirteen (13), all in Block ninety-four (94), Elston's Addition to Chicago, as shown in red on the plat hereto attached, which for greater certainty is made a part of this ordinance.

SECTION 2. The permission and authority herein granted shall cease and determine March 23rd, 1912, or any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void.

This ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal the privileges hereby granted shall cease and determine.

SECTION 3. The permission and authority herein granted are upon the express condition that the said United States Brewing Company of Chicago, the grantee herein, will within thirty (30) days after the date of the passage of this ordinance file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, costs and expense whatsoever which may be suffered by, may accrue against, be charged to or may be recovered from said City of Chicago by reason or on account of, the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on ac-

count of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance. Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portions of Hawthorne avenue as are occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block, and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said United States Brewing Company of Chicago shall pay to the City of Chicago the sum of sixty-six and fifty one-hundredths dollars ($66.50) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that within thirty (30) days from the date of its passage, said United States Brewing Company of Chicago shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

JOHN H. SULLIVAN,
Chairman.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance vacating an alley in Canal Trustees' Sub Lot 5, Block 41, Original Town of Chicago, having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the undesignated ten (10) foot strip of ground, appearing as if a blind alley, shown upon the plat of the Canal Trustees' Sub-Division of Lot five (5), in Block forty-one (41) in Original Town of Chicago, which plat was recorded in the Recorder's office of Cook County, Illinois, August thirty-first (31st), 1848, in Book twenty-nine (29), at page forty-nine (49), and was re-

recorded September twenty-fourth (24th), 1877, in Book twelve (12) of Plats, page eighty-one (81), be and the same is hereby vacated and discontinued.

SECTION 2. That this ordinance shall take effect and be in force from and after its passage.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance vacating a street between Sections 10 and 11, T. 37, N. R. 14, etc., having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE

Vacating a street or traveled roadway on the dividing line between Sections ten (10) and eleven (11) in Township thirty-seven (37) north, Range fourteen (14) east of the third (3rd) principal meridian, and north of One Hundred and Third street and east of the right of way of the Illinois Central Railroad.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of the forty (40) foot street or traveled roadway located on the line between Sections ten (10) and eleven (11), Township thirty-seven (37), north, Range fourteen (14) east of the third principal meridian, extending from the north line of 103rd street to a point that is 80 feet easterly from the easterly line of the right of way of the Illinois Central Railroad, as shown by the portion colored red and marked "hereby vacated" on the plat hereto attached, be and the same is hereby vacated; provided, however, that this ordinance shall not take effect and said roadway shall not be closed until a new street 80 feet in width whose westerly line shall be the easterly line of the right of way of the Illinois Central Railroad extending from the north line of said Section eleven (11) southwesterly along the easterly line of said right of way to the south line of the Northeast Quarter of Section twenty-two (22) in said Township thirty-seven (37), as shown on the plat hereto attached, marked "to be dedicated to form part of Cottage Grove avenue."

SECTION 2. That said new street shall be opened and a plat of the same placed upon the public records within sixty (60) days of the passage of this ordinance.

SECTION 3. The said forty (40) feet of street or traveled roadway hereby vacated shall not be closed until the Pullman Company and the trustees of the Pullman Land Association, who are the legal holders and owners of the strip of land to be dedicated, shall have improved all that part of the strip of land to be dedicated which lies north of 115th street and south of the north terminus of the street or roadway hereby vacated, such improvement to be similar in construction and in as good condition as the roadway hereby vacated, and to be subject to the approval of the Commissioner of Public Works, and such improvement to be made on or before the first day of September, 1907.

SECTION 4. This ordinance shall take effect from and after the day of its passage; provided, however, that if such new street is not dedicated or said improvement made within the time fixed, this ordinance shall be null and void.

ERNEST BIHL,
Chairman.

ALSO,

The same committee submitted the

following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 14, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance vacating parts of Marquette avenue, 101st, 102nd and 103rd streets, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance:

AN ORDINANCE

Vacating parts of Marquette avenue, 101st street, 102nd street and 103rd street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all those parts of Marquette avenue lying between the south line of 100th street and the north line of 104th street, and all those parts of Marquette avenue lying between the south line of 104th street and the north line of 105th street, and all those parts of 101st street, 102nd street, 103rd street lying between the west line of Manistee avenue and the east line of the right of way of the Chicago, Rock Island and Pacific Railroad in the City of Chicago, in the Notre Dame Addition of South Chicago, a Subdivision of the south three-quarters of Fractional Section 7, Township 37, north, Range 15, east, as marked in red upon the plat hereto attached and made a part hereof, be and the same are hereby vacated and discontinued, inasmuch as the same are no longer needed by the general public for use as streets; provided, however, that this ordinance shall not take effect, and such vacation shall not become effective unless the University of Notre Dame shall, within thirty (30) days after the passage of this ordinance, file in the office of the Recorder of Deeds of Cook County, Illinois, a certified copy of this ordinance, together with the plat hereto attached, and also pay to the City of Chicago the sum of ——— (———) dollars toward a fund for the satisfaction and discharge of any and all claims or judgments for damages arising from or growing out of the vacation of said streets or any of them; and, provided further, that the City of Chicago shall at all times have the right to construct and maintain a sewer in, upon or through said part of 103rd street, without making any compensation therefor to any one.

SECTION 2. This ordinance shall be in force and effect from and after its passage, subject, however, to the provisions of Section 1 hereof.

ERNEST BIHL,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance vacating West 58th place in Warder's Sub., submitted a report recommending that the same be placed on file.

Ald. Bihl moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, March 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred a recommendation, estimate and ordinance for curbing, grading and paving West 12th street(creosoted wooden blocks), having had the same under advisement, beg leave to report and recommend that the ordinance do pass and the estimate

therewith be approved. (Recommendation, estimate and ordinance published March 11, 1907, pages 3413 to 3421, inclusive.)

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, March 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance vacating an alley in Sheffield's Add. to Chicago, Block 37, 31, 40, 14, having had the same under advisement, beg leave to report and recommend that the ordinance do pass:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the public alley running north and south from Bloomingdale road and parallel with and between Winchester avenue and Lincoln street to the alley running east and west from Winchester avenue to Lincoln street, between Bloomingdale road and Wabansia avenue, and which is included within the limits of Lots one (1) to ten (10) both inclusive, in Block thirty-seven (37) in Sheffield's Addition to Chicago, in Section thirty-one (31), Township forty (40) north, Range fourteen (14), east of the third principal meridian, be and the same is hereby vacated inasmuch as it is no longer required by the general public for use as an alley.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided Michael J. Summa shall pay to the Comptroller of the City of Chicago within thirty (30) days after the passage of this ordinance the sum of five hundred twenty-nine and 92-100 dollars, and shall within such thirty (30) days file in the office of the Recorder of Cook County a plat showing such vacation.

A. J. HARRIS,
Acting Chairman.

STATE LEGISLATION.

The Committee on State Legislation submitted the following report, which was, on motion of Ald. Pringle, deferred and ordered published:

CHICAGO, March 18, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on State Legislation, pursuant to an order passed by your Honorable Body January 2nd, 1907, directing the committee to prepare the draft of a law to be submitted to the Illinois Legislature compelling all railroad companies to maintain in each passenger car and in each caboose or way car operated in this state an emergency medicine chest, beg leave to report and recommend that the accompanying bill be recommended to the State Legislature for enactment.

WM. J. PRINGLE,
Chairman.

The following is the bill recommended in the foregoing report:

A BILL

For an act requiring railroad companies to keep and maintain medicine chests in each passenger car and caboose.

SECTION 1. *Be it enacted by the people of the State of Illinois represented in the General Assembly:* That each passenger car and caboose used for the purposes of transportation between two or more cities or villages shall be continuously equipped and supplied by the railroad company operating the same with an emergency medicine chest.

SECTION 2. Any railroad company which shall fail to equip, supply and maintain in any passenger car or caboose used for the purposes aforesaid an emer-

gency medicine chest shall, upon conviction thereof, be fined not less than fifty (50) nor more than two hundred (200) dollars, and each day during which such railroad company shall so fail shall be considered a separate offense.

COMPENSATION.

The Committee on Compensation submitted the following report, which was, on motion of Ald. Snow, deferred and ordered published:

CHICAGO, March 11, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Compensation, to whom was referred ordinance granting permission to National Couch Company to maintain tin pipe across alley, having had the same under advisement, beg leave to report and recommend the passage of the ordinance, with compensation as fixed by this committee:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the National Couch Company, its successors and assigns, to lay down, maintain and operate a ten-inch galvanized tin pipe across alley in rear of premises at 368 Carroll avenue. The location of said pipe and the construction of same shall be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted the pipe herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed, said alley shall be restored to its proper condition, to the satisfaction of the Commissioner of Public Works, so that the portion of said alley where said pipe had been located shall be put in the same condition and safe for public travel as the remaining portion of said alley in the same block, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago. Said grantee shall do no permanent injury to said alley, or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber more of said alley than shall be necessary to enable it to proceed with advantage in constructing said pipe.

Should said pipe interfere with or obstruct in any manner the construction of any municipal underground work hereafter constructed, the grantee herein, its successors or assigns, shall remove said pipe or change the location thereof, as directed by the Commissioner of Public Works, at its or their own expense, and without any expense whatever to the City of Chicago.

SECTION 4. The grantee, its successors and assigns, shall pay as compensation for the privileges herein granted the sum of ten ($10.00) dollars per annum during the life of this ordinance; the first payment to be made at the time of the filing of the acceptance of this ordinance, and succeeding payments annually thereafter, and all payments shall be made at the office of the City Collector of the City of Chicago. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance shall become null and void if said grantee, or its successors or assigns, fails to promptly pay any installment of the said compensation.

SECTION 5. No work shall be done under authority of this ordinance until a

permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00) with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage, or expense of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to or which may accrue against, be charged to, or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 6. During the life of this ordinance the grantee herein, its successors and assigns, shall at all times keep the surface of said alley over said pipe in a condition satisfactory to the Commissioner of Public Works, and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and upon the filing of the acceptance, in writing, of this ordinance by said grantee, said acceptance to be filed with the City Clerk of the City of Chicago, within thirty (30) days from the passage of this ordinance, and the filing of the bond hereinbefore provided for.

B. W. SNOW,
Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Kenna presented an order for paving the alley lying between Indiana and Prairie avenues and 21st and 22d streets, which was

Referred to the Board of Local Improvements.

Ald. Coughlin presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Hamilton Club, their successors and assigns, to construct and maintain openings in sidewalk, 36 x 36 inches, and 18 x 18 inches, with iron cover for same, in the sidewalk space at Monroe and Clark streets to be constructed according to plans approved by the Commissioner of Public Works of the City of Chicago, and to be filed in his office; the said openings shall be constructed in a safe and workmanlike manner under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee, its successors and assigns, shall restore said portion of the sidewalk at the place where said openings are located to a condition satisfactory to the Commissioner of Public Works

without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said openings had been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, its successors and assigns, shall at all times keep the sidewalk in which such openings are located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee, its successors and assigns, shall comply with all general ordinances of the City of Chicago now or hereafter in force, pertaining to and regulating the use of space underneath public sidewalks, and if compensation is required by any such ordinance to be paid to the City of Chicago for such use, the grantee herein, its successors and assigns, shall pay such compensation as is prescribed by any such ordinance.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing within thirty (30) days of an acceptance, in writing, of this ordinance by said grantee, and the filing within the same time of the bond herein provided for.

Which was, by unanimous consent, on motion of Ald. Coughlin, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

Ald. Coughlin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to N. W. Baumgarten to erect and maintain a board sign, 4 feet by 7 feet, projecting from the building at No. 146 State street; said sign shall be erected and maintained in accordance with all rules and regulations of the Department of Public Works. This privilege shall be subject to termination by the Mayor at any time in his discretion.

SECOND WARD.

Ald. Harding presented the following order, which was, on motion, duly passed:

Ordered, By the City Council of the City of Chicago that the City Water Department is hereby directed to so connect the water meter at the premises, No. 2220 State street, Peter Wendel's place, that no charge shall be made for water supplied to the watering trough in front of said premises, so long as the same shall be kept in proper condition for use as a public watering trough, or until the further order of the City Council.

Ald. Harding presented the claim of Mercy Hospital for compensation for care of "police cases" during 1905 and 1906, which was

Referred to the Committee on Finance.

FIFTH WARD.

Ald. McCormick presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Buildings be and he is hereby directed to issue a permit to E. J. McGurl to erect a shelter shed, 40 feet by 25 feet, 14 feet high on the northwest corner of 31st street and Hoyne avenue.

Ald. McCormick presented an order and petition for opening 31st place and 32d street, from Wood street to Lincoln street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with slag macadam 34th place, from South Halsted street to South Centre avenue.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with slag macadam 34th street, from Union avenue to South Morgan street.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

SIXTH WARD.

Ald. Young presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works is hereby authorized and

directed to issue a permit to W. V. Geary, 38 East 43d street, authorizing the use of city water from fire plugs, without cost, from April 15, 1907, to November 30th, 1907, in consideration of the cleaning of the following streets: Bowen avenue, Lake to Ellis avenue, every day, one block; Oakenwald avenue, 42d to 46th street, every day, four blocks; Woodlawn avenue, 44th to 51st street, every day, seven blocks; Ellis avenue, 41st to 51st street, every day, ten blocks; Vincennes avenue, 39th to 43d street, every day, four blocks; Langley avenue, 47th to 49th street, every day, two blocks; 44th street, Drexel to Ellis avenue, every day, one block; 46th street, Drexel to Ellis avenue, every day, one block; Berkley avenue, 44th to 45th street, every day, one block; Lake avenue, 39th to 51st street, every two weeks, twelve blocks; Washington avenue, 49th to 51st street, every two weeks, two blocks; Madison avenue, 47th to 51st street every two weeks, four blocks; Kimbark avenue, 47th to 50th street, every two weeks, three blocks; Kenwood avenue, 47th to 49th street, every two weeks, two blocks; Sidney avenue, 44th to 45th street, every two weeks, one block; Berkley avenue, Bowen to 44th street, every two weeks, three blocks; Forrestville avenue, 43d to 44th street, every two weeks, one block; 42d place, Drexel to Ellis avenue, every two weeks, one block; 43d street, Drexel boulevard to I. C . Ry., every two weeks, five blocks; 44th street, Ellis to Greenwood avenue, every two weeks, two blocks; 44th street, Vincennes to Grand boulevard, every two weeks, one block; 45th street, Drexel to Woodlawn avenue, every two weeks, three blocks; 45th street, Vincennes to Grand boulevard, every two weeks, one block; 46th street, Greenwood to Drexel boulevard, every two weeks, two blocks; 47th street, I. C. Ry. to Drexel boulevard, every two weeks, six blocks; total eighty blocks. Said permit to contain a condition that if said W. V. Geary shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, he shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said W. V. Geary shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said W. V. Geary until all charges have been paid.

Ordered, That the Commissioner of Public Works is hereby authorized and directed to issue a permit to Wm. Garnett, Jr., and Geo. E. Du Bois, President and Secretary, respectively, of The Vincennes Avenue Improvement Club, authorizing the use of city water from fire plugs, without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following streets: Vincennes avenue, from 43d street to 47th street, and the cross streets between 43d street and 47th street to the first alley on either side of Vincennes avenue, once each day; said permit to contain a condition that if said Wm. Garnett, Jr., and said Geo. E. Du Bois shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said Wm. Garnett, Jr., and said Geo. E. Du Bois shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Wm. Garnett, Jr., and said Geo. E. Du Bois until all charges have been paid.

Ordered, That the Commissioner of Public Works is hereby authorized and directed to issue a permit to Wm. J. Thompson, 436 East 46th street, authorizing the use of city water from

fire plugs, without cost, from April 15, 1907, to November 30, 1907, in consideration of the cleaning of the following streets: Prairie avenue, from 39th to 51st streets, twelve blocks, monthly; 41st street, from Grand boulevard to Indiana avenue, three blocks, monthly; 42d street, from Grand boulevard to Indiana avenue, three blocks, monthly; 44th street, from Grand boulevard to Indiana avenue, three blocks, monthly; 46th street, from Cottage Grove avenue to Grand boulevard, seven blocks, monthly; 46th place, from St. Lawrence avenue to Grand boulevard, two blocks, monthly; Vincennes avenue, from 47th to 48th streets, one block, monthly; 48th street, from Grand boulevard to Prairie avenue, two blocks, monthly; 51st street, from Grand boulevard to State street, six blocks, daily; Vincennes avenue, from 43d to 47th streets, seven blocks, daily; Ellis avenue, from 39th to 41st streets, three blocks, daily; Oakwood avenue, from Cottage Grove avenue to Ellis avenue, one block, daily; Champlain avenue, from 46th to 50th streets, four blocks, daily; Forrestville avenue, from 45th to 46th street, one block, weekly; Calumet avenue, from 47th to 51st streets, four blocks, weekly; cross streets from alley to alley east and west of Champlain avenue, from 46th to 50th streets, five blocks, monthly; cross streets from alley to alley east and west of Vincennes avenue, from 43d to 47th streets, six blocks, monthly—Total 70 blocks. Said permit to contain a condition that if said Wm. J. Thompson shall fail to clean said streets, or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, he shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said Wm. J. Thompson shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Wm. J. Thompson until all charges have been paid.

Ald. Young presented the claims of W. E. Cudney for rebate of water tax, and of H. R. Kaiser for rebate of special water pipe assessment, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for plastering curb walls, curbing, grading and paving with granite blocks 47th street, from State street to Cottage Grove avenue.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with asphalt the present roadway of 46th place, from Grand boulevard to St. Lawrence avenue.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki,

Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

SEVENTH WARD.

TIME FIXED FOR NEXT REGULAR MEETING.

Ald. Bennett presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council to be held after the meeting of March 18th, 1907, be and the same is hereby fixed for Thursday, March 21st, 1907, at 10 o'clock A. M.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

Ald. Snow presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to C. P. Zacher, his heirs, executors or assigns, to lay down, construct, maintain and operate one single railroad switch track connecting with the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company at a point about one hundred and ten (110) feet west of the west line of South Elizabeth street, thence running in a northeasterly direction across South Elizabeth street and into and across the south line of Lot two hundred and eighty-seven (287), Centre Avenue Addition, in the northwest one-quarter (N. W. ¼) of Section seventeen (17), Township thirty-eight (38), Range fourteen (14); thence in an easterly direction across the sixteen (16) foot public alley running north and south between Lots two hundred and eighty-seven (287) and three hundred and fifty-four (354) of the said Centre Avenue Addition and into the said Lot three hundred and fifty-four (354), Centre Avenue Addition, northwest one-quarter (N. W. ¼), Section seventeen (17), Township thirty-eight (38), Range fourteen (14), as shown on the blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said C. P. Zacher, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chi-

cago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Elizabeth street and said alley as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of said Elizabeth street and said alley as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street and said alley so occupied by said switch track to a condition similar to the remaining portion of said street and said alley in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street and said alley in such manner as the Commissioner of Public Works shall direct, then the said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise fail to remove said track and restore said part of said street and said alley so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted, said C. P. Zacher shall pay to the City of Chicago the sum of eighty-four ($84.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his executors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that

within thirty (30) days from the date of its passage said C. P. Zacher shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as hereinbefore provided.

Which was, by unanimous consent, on motion of Ald. Snow, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

Ald. Snow presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Brigham & Dickinson to erect a sign six (6) feet in length by one (1) foot, six (6) inches in width, projecting from the front of the building on the premises known as 336 East 63d street; said sign to be erected and maintained in accordance with the rules and regulations of the Department of Public Works, and said permit to be subject to revocation by the Mayor at any time in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to A. D. Carter and John Morey, President and Secretary, respectively, of the Woodlawn Improvement Association, authorizing the use of city water from fire hydrants, without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following streets: All streets paved with brick or asphalt, between 61st and 67th street, Cottage Grove avenue and Stony Island avenue; said permit to contain a condition that if said Woodlawn Improvement Association shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said Woodlawn Improvement Association shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Association until all charges have been paid.

EIGHTH WARD.

Ald. Moynihan presented an ordinance in favor of the Brown Process Company for switch track in South Chicago, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Moynihan presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to stay all proceedings and not disturb cement sidewalks now laid on Commercial avenue, between 90th and 92d street, also on 91st street, between Exchange avenue and Houston avenue.

Ordered, That the Commissioner of Public Works be and he is hereby directed to permit the completion of a sidewalk at the southeast corner of 91st street and Commercial avenue to conform to the improvements now in on said corner.

Ald. Moynihan presented an order for a cinder sidewalk on the north side of

76th street, from East End avenue to Jackson Park avenue, which was

Referred to the Board of Local Improvements.

Ald. Derpa presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the Calumet Furniture Company to erect and maintain a band stand at 9139 Commercial avenue for a period of thirty days from March 30th, 1907. Said band stand to be erected and maintained in accordance with the rules and regulations of the Department of Public Works, and said permit to be subject to revocation by the Mayor at any time in his discretion.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the General Furniture Company to erect and maintain for a period of thirty days from and after March 30th, 1907, in front of 236 92d street a band stand. Said band stand to be erected and maintained in accordance with the rules and regulations of the Department of Public Works, and said permit to be subject to revocation by the Mayor at any time in his discretion.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with slag macadam Bond avenue, from 71st street to 79th street.

By unanimous consent, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of 104th street, from Torrence avenue to Bensley avenue, etc.

By unanimous consent, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

NINTH WARD.

Ald. Harris presented an ordinance vacating an alley in Rees Subdivision, which was

Referred to the Committee on Streets and Alleys, West Division.

TENTH WARD.

Ald. Scully presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to Wolf Cohen to erect a cloth sign across the sidewalk in front of premises, No. 507 West 18th street for a period of 30 days. This

permit may be revoked at any time by the Mayor or Commissioner of Public Works.

Ald. Scully presented the claim of Thomas J. Deady for rent of premises, which was

Referred to the Committee on Finance.

ELEVENTH WARD.

Ald. Cullerton presented the claim of Henry Rosenberg for compensation for damages to horse, wagon, etc., which was

Referred to the Committee on Finance.

Ald. Hoffman presented an order for paving Twelfth Street boulevard, from Ashland avenue to Ogden avenue, which was

Referred to the Board of Local Improvements.

TWELFTH WARD.

Ald. Zimmer presented the claims of premises, 928-930 Flournoy street, for refund of water tax, and of Patrick Keevan for compensation for personal injuries, which were

Referred to the Committee on Finance.

Ald. Zimmer presented an order for a cement sidewalk on Kedzie avenue northward from 35th street, which was

Referred to the Board of Local Improvements.

THIRTEENTH WARD.

Ald. Riley presented the claims of Herman Meyen for compensation for personal injuries, and of R. C. Harper for rebate of special water pipe assessment, which were

Referred to the Committee on Finance.

Ald. Considine presented sundry claims for refunds of special water pipe assessments, which were

Referred to the Committee on Finance.

Ald. Considine presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to Sears, Roebuck & Company, authorizing the use of city water from fire hydrants on Harvard street, from Kedzie avenue to Central Park avenue, Homan avenue, from Harvard to Polk street, Spaulding avenue, from Harvard to Polk street, without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following streets: Harvard, Polk, Central Park avenue, Spaulding avenue, Taylor street, Homan avenue; said permit to contain a condition that if said Sears, Roebuck & Company shall fail to clean said streets, or any of them, to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said Sears, Roebuck & Co. shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Sears, Roebuck & Co. until all charges have been paid.

FOURTEENTH WARD.

Ald. Harkin and Maypole presented an order for paving all alleys lying between Ashland and Homan avenues and Washington boulevard and Kinzie street, which was

Referred to the Board of Local Improvements.

FIFTEENTH WARD.

Ald. Beilfuss presented the following order:

Ordered, That the Special Park Commission be and it is hereby authorized to let contracts without advertising for the purchase of trees, shrubs and plants for the city parks at a cost not exceeding two thousand five hundred ($2,500) dollars, and for the installation of a water service system in Merrick Park, Austin Park, the Norwood Parks and Oakland Park, at a cost not exceeding three thousand five hundred ($3,500).

Which was, by unanimous consent, on motion of Ald. Beilfuss, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

Ald Beilfuss and Smith presented an order for paving alley between Division street, Haddon avenue, Rockwell street and Francisco avenue; also orders for paving Division street, from California avenue to Sacramento avenue, and California avenue, from Division street to North avenue, which were

Referred to the Board of Local Improvements.

SIXTEENTH WARD.

Ald. Schermann presented the following ordinance:

AN ORDINANCE

Authorizing the American Hide & Leather Company to lay pipes underneath Elston avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the American Hide & Leather Company, its successors and assigns, to lay down, construct and maintain two (2) iron pipes not more than three (3) inches in diameter for electrical wires across Elston avenue near Ingraham street, connecting the property of said grantee located on said Elston avenue; said pipes shall be used only for conveying electricity by means of electrical wires placed therein and the location and construction of said pipes shall be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance or at any time prior thereto at the discretion of the Mayor. The operation and maintenance of the said conduit shall be subject to all general ordinances of the City of Chicago now in force or which may hereafter be in force, relating to electricity and the use of electrical wires, also relating to conduits underneath the public streets and alleys of the city.

SECTION 3. At the expiration of the term herein granted the conduit herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed, said street shall be restored to its proper condition to the satisfaction of the Commissioner of Public Works so that the portion of said street where said conduit shall have been located shall be put in the same condition and safe for public travel as the remaining portion of the said street in the same block, at the sole expense of the grantee herein, its successors or as-

signs, and without cost and expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said street or in any manner interfere with any pipe, cable, wire or conduit therein and shall not open and encumber more of the said street than shall be necessary to enable it to proceed with advantage in constructing said conduit. Should said conduit interfere with or obstruct in any manner the construction of any municipal underground work hereafter to be constructed, the grantee herein, its successors or assigns, shall remove said conduit or change the location thereof as directed by the Commissioner of Public Works at its own expense and without any expense whatever to the City of Chicago.

SECTION 4. During the life of this ordinance the grantee herein, its successors and assigns, shall at all times keep the surface of the street over the said conduit in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said City, from or by reason or on account of the passage of this ordinance, or from or by reason or on account of any act or thing done under or by authority of the permission herein given; and conditioned further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereunder shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted thall thereupon cease.

SECTION 6. The grantee herein, its successors or assigns, shall pay as compensation for the privileges herein granted the sum of twenty-five dollars ($25) per annum during the life of this ordinance. The first payment shall be made as of the date of the passage of this ordinance, and the succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file its written acceptance of the same and the bond herein above provided for within thirty (30) days of the passage thereof.

Which was, by unanimous consent, on motion of Ald. Schermann, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

Ald. Schermann presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby ordered to install a 4-inch water supply pipe on Bradley street about 125 feet east of Noble street, without meter, for St. Stanislaus Roman Catholic School, said work to be done free of cost.

Ald. Schermann presented an order for paving the first alley north of Division street, from Paulina street to Wood street, which was

Referred to the Board of Local Improvements.

EIGHTEENTH WARD.

Ald. Brennan presented the claims of R. F. Johnson for compensation for personal injuries, and of John M. Walsh for salary, which were

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a fourteen-foot cement sidewalk on the west side of South Desplaines street, from West Adams street to West Quincy street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance for a fourteen-foot cement sidewalk on the west side of South Desplaines street, from West Adams street to West Quincy street," passed May 22nd, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordiannce, confirmed October 27, 1905, Warrant 33899, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

NINETEENTH WARD.

Ald. Powers presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the Austrian Hungarian Democratic Club to string a banner for a period of thirty days at 418-420 South Halsted street.

TWENTIETH WARD.

Ald. Finn presented the claim of R. H. Piratsky for rebate of water tax, which was

Referred to the Committee on Finance.

TWENTY-FIRST WARD.

Ald. Foell presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works, be and he is hereby directed to issue a permit to John J. Neville to erect two ornamental iron hitching posts on the outer edge of the sidewalk in front of his place of business at 37 Rush street; said posts to be erected and maintained in accordance with the rules and regulations of the Department of Public Works, and to the satisfaction

of the Commissioner of Public Works; said permit to be revocable by the Mayor at any time in his discretion.

Ald. Foell presented the claim of Rudolph Brand for rebate of water tax, which was

Referred to the Committee on Finance.

TWENTY-SECOND WARD.

Ald. Dougherty presented the claim of J. J. Ryan for rebate of water tax, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a fourteen-foot cement sidewalk on both sides of Hills street from Sedgwick street to Wells street, in the City of Chicago, County of Cook, and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a fourteen-foot cement sidewalk on both sides of Hills street from Sedgwick street to Wells street," passed September 23, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed October 16, 1902, Warrant 31355, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

TWENTY-FIFTH WARD.

Ald. Dunn presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to E. N. Manning, 1717 North Clark street, and Barry J. Wallace, 1712 North Clark street, president and secretary respectively of the North Clark Street Business Men's Association, authorizing the use of city water from fire hydrants without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of North Clark street from Barry avenue to Newport avenue, said permit to contain a condition that if said E. N. Manning and Barry J. Wallace shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the City the full rate for all water used from the date of the issuance of said permit, and if said E. N. Manning and Barry J. Wallace shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said E. N. Manning and Barry J. Wallace until all charges have been paid.

Ald. Dunn presented the claim of Andrew P. Dease for rebate of special water pipe assessment, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of Francis street from Magnolia avenue to North Clark street, etc.

By unanimous consent, on motion of

Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in Belmont avenue from Sheffield avenue to first alley west of North Clark street.

By unanimous consent, on motion of Ald. Dunn, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

TWENTY-SIXTH WARD.

Ald. Lipps presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to forthwith comply with Council order of February 18th, published on page 3329 Current Council Proceedings, directing the removal of obstructions on West Ravenswood Park avenue from Lawrence avenue to Argyle street or report to this Council at its next regular meeting his reasons for not doing so.

TWENTY-SEVENTH WARD.

Ald. Blase presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a water supply pipe laid in Waveland avenue from 40th to 41st avenues, provided the same will pay a permanent annual revenue of ten cents per lineal foot.

Ald. Blase presented an order for a six-foot cinder sidewalk on the east side of North 64th avenue from Belmont avenue to Noble avenue, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the north side of West Fullerton avenue from Pease avenue to a line 125 feet west of North 71st avenue, etc.

By unanimous consent, on motion of Ald. Siewert, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

TWENTY-NINTH WARD.

Ald. Wendling presented an order for a system of sewers from 39th street to 55th street and from Western avenue west to the city limits, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a water supply pipe in South Sangamon street from West 52nd street to the first alley north of West 53rd street.

By unanimous consent, on motion of Ald. Wendling, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

THIRTY-FIRST WARD.

Ald. O'Connell presented the claim of F. A. Jones for rebate of water tax, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a sewer in Laflin street from West 59th street to West 60th street.

By unanimous consent, on motion of Ald. O'Connell, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

THIRTY-SECOND WARD.

Ald. Fisher presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install and maintain a gasoline street lamp at the crossing of East Meridian street and the right of way of the Chicago, Rock Island and Pacific Railway.

Ordered, That the City Electrician be and he is hereby directed to install and maintain two gasoline street lamps, one at the intersection of West 95th street and Prospect avenue, and one at the intersection of West 97th street and Prospect avenue.

Ordered, That the City Electrician be and he is hereby directed to install and maintain a police patrol box at the intersection of South Morgan and West 85th street; this order to annul and take the place of similar order previously introduced on Commissioner of Public Works.

Ordered, That the Commissioner of Public Works and Building Commissioner be and they are hereby directed to issue a permit to Messrs. Beckwith and Zimmerman to move the one and a half story frame building situated in the rear of the premises 6544 Yale avenue across the lot line to the rear of the premises 6543-6545 Harvard avenue,

there being no public alley or street between the above described premises.

Ordered, That the Commissioner of Public Works be and he is hereby directed to require the Chicago and Western Indiana Railway to install and maintain an electric arc light on the east side of their right of way at West 81st street and Parnell avenue.

Ordered, That the Commissioner of of Public Works is hereby authorized and directed to issue a permit to the Wentworth Avenue Improvement and Protective Association (Incorporated), authorizing the use of city water from fire plugs, without cost, from April 1st, 1907, to November 1st, 1907, in consideration of the cleaning of the following streets: Wentworth avenue from West 63rd street to West 73rd street, said permit to cantain a condition that if said the Wentworth Avenue Improvement and Protective Association shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, said association shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said the Wentworth Avenue Improvement and Protective Association shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said the Wentworth Avenue Improvement and Protective Association until all charges have been paid.

Ald. Fisher presented an order for paving West 70th place from Vincennes road to State street; also an order for a sewer in the south side of West 87th street, C. R. I. & P. Ry right of way to the right of way of the Chicago and Western Indiana Railway, which were

Referred to the Board of Local Improvements.

Ald. Fisher presented an order for a cement sidewalk system as follows: On the south side of West 84th street from South Halsted street to South Carpenter street; on both sides of West 85th street from South Halsted street to South Carpenter street; on both sides of West 86th street from Summit avenue to South Carpenter street; on both sides of West 86th place from Summit avenue to South Sangamon street; on both sides of South Green street from West 84th street to West 86th street; on both sides of South Peoria street from West 84th street to West 86th street; on both sides of South Sangamon street from West 84th street to West 87th street; on both sides of South Morgan street from West 84th street to West 87th street; and on both sides of South Carpenter street from West 84th street to West 87th street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and macadamizing Harvard avenue from West 75th street to Vincennes road.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a water supply pipe in West

101st place from Prospect avenue to South Wood street.

By unanimous consent, on motion of Ald. Fisher, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented an ordinance for vacating an alley between Chauncey and Kimbark avenues, running northward from 93rd street, which was

Referred to the Committee on Streets and Alleys, South Division.

Ald. Hunt presented the claim of John Green for wages withheld during suspension, which was

Referred to the Committee on Finance.

THIRTY-FOURTH WARD.

Ald. Kohout presented the claim of D. A. Lynch for compensation for personal injuries, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of South 45th court from West Jackson street to West Van Buren street.

By unanimous consent, on motion of Ald. Kohout, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

THIRTY-FIFTH WARD.

Ald. Race presented a petition for a prohibition district bounded by Hamlin avenue, Kinzie street, Ohio street, North 40th avenue, etc., which was

Referred to the Committee on License.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance amending Section 2189 of the Revised Code of 1905, concerning the license fee for soap-making, deferred and published January 28, 1907, page 2795, and deferred February 18, 1907, page 3328.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne,

Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Amending Section 2189 of the Revised Code of Chicago of 1905 with reference to soap factories.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2189 of the Revised Municipal Code of Chicago of 1905 with reference to soap factories be and the same is hereby amended as follows, to-wit:

"**2189. Fee—Notice of Change of Location—Condition**] — Upon compliance with the foregoing section and the payment to the City Collector of an annual license fee of one hundred and fifty dollars, any such applicant shall be entitled to a license to carry on said business. If any change is made in the location of the place of business covered by any license issued hereunder, notice thereof shall be given to the City Collector.

No license shall be issued to any person who is now indebted to the City of Chicago in any sums whatever by reason of the non-payment of license fee or fees as provided in any and all ordinances heretofore passed by the City Council of the City of Chicago governing the manufacture of soap.

This ordinance shall in nowise apply to or affect the amount of the license fee or fees provided for in Section 1210 of the Revised Municipal Code of Chicago of 1905, relating to slaughtering and rendering."

SECTION 2. This ordinance shall be in froce and effect from and after its passage, and shall be applicable to any license issued for the said purposes covering the period from the first day of May, 1907, to the thirtieth day of April, 1908.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance vacating an alley in Block 13 of Ogden Estate Subdivision, deferred and published March 4, 1907, page 3355.

Ald. Sullivan moved to recommit the report to the Committee on Streets and Alleys, North Division.

The motion prevailed.

The Clerk on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance vacating an alley in a Subdivision of Block 7 in a Subdivision of Section 19, 40, 14, deferred and published March 4, 1907, page 3356.

Ald. Sullivan moved to recommit the report to the Committee on Streets and Alleys, North Division.

The motion prevailed.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of Elias Greenebaum for a switch track along the westerly side of Dominick street, deferred and published March 4, 1907, page 3357.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling,

Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Elias Greenebaum, his heirs, executors and assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the westerly side of Dominick street from a point about opposite the north line of Lot Twelve (12) and running in a northwesterly direction into and across the northeasterly line of Lot ten (10), all in Sub-block two (2), N. F. Dominick's subdivision of Lots one (1), two (2) and three (3), Block fourteen (14), in Sheffield's Addition to Chicago, in northwest one-quarter (N. W. ¼) of Section 32-40-14, as shown in blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Elias Greenebaum, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of Ten Thousand Dollars ($10,000), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Dominick street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time, in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time and in case of repeal all privileges hereby granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Dominick street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commis-

sioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Elias Greenebaum shall pay to the City of Chicago the sum of sixty-seven and 50-100 ($67.50) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his heirs, executors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Elias Greenebaum shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of James S. Kirk and Company for a subway under North Water street, deferred and published March 4, 1907, page 3358.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

Ald. Reese moved to defer consideration thereon one week.

The motion prevailed.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on a recommendation, estimate and ordinance for curbing, grading and paving with asphalt a system of streets as follows, to-wit: School street from North Robey street to North Western avenue, etc., etc., deferred and published March 11, 1907, page 3421. (Recommendation, estimate and ordinance published February 18, 1907, pages 3287 to 3294, inclusive.)

Ald. Sullivan moved to concur in the report, approve the estimate and pass the ordinance.

The motion prevailed, and the estimate was approved and the ordinance passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee

on Streets and Alleys, North Division, on an ordinance in favor of the American Malting Company for a switch track across Bliss street between Cherry and Hickory avenues, deferred and published March 11, 1907, page 3421.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the American Malting Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track across Bliss street, between Cherry and Hickory avenues, said switch track to extend from the center of a fourteen (14) foot private alley on the northwest side of said Bliss street, which said alley commences at a point one hundred (100) feet northeasterly from said Cherry avenue, said switch track thence to cross said Bliss street parallel with the northeast line of said Cherry avenue, as shown in the plat attached hereto, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said American Malting Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track, or failure to keep in repair such parts of said Bliss street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Bliss street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of said work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted, said American Malting Company shall pay to the City of Chicago the sum of fifty-eight ($58.00) dollars per annum in advance each and every year during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said American Malting Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of Charles Emmerich and Company for a switch track across alley betwen Huron and Erie streets and running west from Kingsbury street, deferred and published March 11, 1907, page 3423.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Rob-

erts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Granting Chas. Emmerich & Co. authority to lay down, maintain and operate a single switchtrack across the alley between Huron and Erie streets and running west from Kingsbury street to the tracks of the Chicago, Milwaukee & St. Paul Railway.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Chas. Emmerich & Co., and its successors and assigns, to lay down, construct, maintain and operate a single railroad switchtrack from a connection with the existing track of the Chicago, Milwaukee & St. Paul Railway, beginning on private property on the north line of Erie street, thence running in a northeasterly direction and crossing the alley between Erie and Huron streets at a point 125 feet west of the northwest corner of said alley and Kingsbury street to the rear of the factory of said Chas. Emmerich & Co., located at the southwest corner of Huron and Kingsbury streets, as shown on the blue print hereto attached, which is hereby made a part of this ordinance, the proposed switchtrack being shown in yellow thereon and marked "Proposed sidetrack of Chas. Emmerich & Co."

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, or at any time prior thereto upon revocation by the Mayor, at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, all privileges hereby granted shall cease and determine.

SECTION 3. During the life of this ordinance, the grantee herein shall keep such portions of all public streets and alleys as are occupied by said switchtrack in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switchtrack and all the appurtenances thereto, and shall forthwith restore the portions of the public streets and alleys occupied by said switchtrack to a condition safe for public travel similar to the remaining portions of said public streets and alleys in the same blocks, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 4. The operation and maintenance of the switchtrack herein provided for shall be subject to all existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switchtracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in or about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted, the said Chas. Emmerich & Co. shall pay to the City of Chicago the sum of twenty-five ($25.00) dollars per annum in advance, each and every year during the life of this ordinance, the first payment to be made as of the date of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and

void if said grantee or its assigns shall fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000) with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall file its written acceptance and the bond hereinabove provided for within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of E. M. Hartung for an opening in sidewalk at 319 Sedgwick street, deferred and published March 11, 1907, page 3425.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing E. M. Hartung to construct and maintain an opening in the sidewalk in front of the premises at number 319 Sedgwick street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to E. M. Hartung, his heirs, executors and assigns, to construct and maintain an opening in the sidewalk in front of the premises at No. 319 Sedgwick street for the purpose of admitting light to the basement of the building located on said premises. Said opening shall not extend more than two and one-half feet beyond the front elevation of said building, and shall not exceed sixteen feet in length along the side of said building, and shall be securely guarded by an iron railing. The construction of said opening and said railing shall be in accordance with plans to be filed with the Commissioner of Public Works, and the construction and maintenance shall be under the supervision and to

the satisfaction of the said Commissioner of Public Works.

SECTION 2. The permission and authority hereby granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or otherwise, said grantee, his heirs, executors or assigns, shall restore the portion of the sidewalk at the place where said opening is located to a condition satisfactory to the Commissioner of Public Works, without cost or expense of any kind whatsoever to said City of Chicago, so that the portion of said sidewalk where said opening shall have been located shall be put in the same condition, safe for public travel, as the other parts of said sidewalk in the same block.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein granted; and conditioned, further, to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance said grantee, his heirs, executors and assigns, shall at all times keep the sidewalk in which such opening is located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. The permission and authority herein granted are upon the express condition that said grantee shall comply with all general ordinances of the City of Chicago now or hereafter in force pertaining to and regulating openings in sidewalks and the use of space underneath public sidewalks.

SECTION 6. In consideration of the privileges herein granted the said grantee, his heirs, executors and assigns, shall pay to the City of Chicago the sum of ten dollars ($10.00) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter. It is hereby made an express condition of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, or his heirs, executors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided the said grantee shall within thirty (30) days file his written acceptance of same and the bond hereinbefore provided for.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an order granting permission to J. and G. Palandech to erect a ventilating stack on building, deferred and published March 4, 1907, page 3360.

Ald. Bihl moved to concur in the report and pass the order therewith.

The motion prevailed, and the order was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the order as passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to J. & G. Palandech to construct a ventilating stack from the top of the window facing the alley in the rear of No. 82 Dearborn street.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of the Atchison, Topeka and Santa Fe Railway Company for a twenty-inch tile pipe underneath 12th street, deferred and published March 11, 1907, page 3427.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Atchison, Topeka & Santa Fe Railway Company, its successors and assigns, to lay and maintain under and across 12th street at right angles to the center thereof for a distance of forty-five (45) feet between the curb lines of said 12th street at a point sixty-three (63) feet west of the west curb line of State street and not less than two (2) feet six (6) inches underneath the surface of the pavement of said 12th street a twenty (20) inch vitrified tile pipe containing a four (4) inch steam main and a two (2) inch return therein for the purpose of transmitting steam for heating purposes from the building of said railroad company north of 12th street to the freight sheds of said company south of 12th street.

SECTION 2. The permission and authority herein granted and given shall cease and terminate ten years from and after the passage of this ordinance, or at any time prior thereto by revocation of this ordinance by the Mayor at his discretion.

SECTION 3. At the expiration of the term herein granted, the tile pipe herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed said street shall be restored to its proper condition to the satisfaction of the Commissioner of Public Works, so that the portion of said street where said pipe had been located shall be put in the same condition and safe for public travel as the remaining

portion of said street in the same block, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City of Chicago.

SECTION 4. The grantee herein, its successors or assigns, shall pay as compensation for the privilege herein granted, the sum of twenty-five dollars ($25.00) per annum during the life of this ordinance. The first payment shall be made at the time of the filing of the acceptance of this ordinance and each succeeding payment annually thereafter, and all payments shall be made at the office of the City Comptroller of the City of Chicago.

SECTION 5. No work shall be done under authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000), said bond to be approved by the Mayor, conditioned to indemnify, save and keep harmless the said City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever, which may be suffered by it, the said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by authority of the permission herein given, and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force then the privilege and authority herein granted shall thereupon cease. It is made an express provision of this ordinance that the provisions herein granted shall terminate and this ordinance become immediately null and void if any default is made by said grantee in the prompt payment of any installment of the compensation hereby provided for.

SECTION 6. So long as said grantee shall enjoy the privileges granted hereunder, it, and its successors and assigns, shall at all times keep the surface of said 12th street over said pipe in a condition satisfactory to the Commissioner of Public Works and safe for public travel.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; provided, that within sixty days thereafter the grantee shall file with the City Clerk of the said City of Chicago its acceptance of this ordinance in writing and shall also file the bond herein required to be approved by the Mayor.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of Geist Bros. for an elevated switch track alongside Stewart avenue, as re-located, between 31st and 32nd streets, deferred and published March 11, 1907, page 2429.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing Geist Bros. Co. to construct, maintain and operate a single railroad switch track on Stewart avenue between 31st street and 32nd street.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby granted to Geist Bros. Co., a corporation, its successors and assigns, to construct, maintain and operate a single railroad switch track connecting with the elevated tracks of the Pittsburgh, Ft. Wayne & Chicago Railway Company at a point about on the north line of 32nd street and extending alongside of Stewart avenue as relocated by an ordinance passed by the City Council of the City of Chicago on May 21, 1906, said initial point being about 27.9 feet above city datum, from which point said railroad switch track shall continue north on a descending gradient of about 3 per cent for a distance of about 432 feet to a point about on the south line of the new Stewart avenue as relocated at an elevation of about 14.8 feet above city datum; thence said switch track shall continue north at grade across, along and on Stewart avenue to the south line of 31st street, as indicated upon the blue print hereto attached, which is hereby made a part of this ordinance; the proposed switch track and elevations of same being shown thereon in red ink, and marked "Proposed Switch Track" and "Elevation." The location of said switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance or at any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void; and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal all privileges herein granted shall cease and determine.

SECTION 3. During the life of this ordinance the grantee herein shall keep that portion of the public street on which said switch track is located at grade in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works; and the construction and maintenance of all of said switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore the portion of the public street occupied by said switch track to a condition safe for public travel, similar to the remaining portion of said street in the same block, to the satisfaction and approval of the Commissioner of Public Works, at the sole expense of the grantee herein and without cost or expense of any kind whatsoever to the City.

SECTION 4. The operation and maintenance of the switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or any which may hereafter be in force relating to the use and operation of switch tracks, railway tracks, elevated railroads and structures above streets and alleys.

No work shall be done in or about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works.

SECTION 5. Before doing any work un-

der and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance; and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by the grantee herein by virtue of the authority herein given; and conditioned further to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. In consideration of the privileges herein granted the said grantee, its successors and assigns, shall pay to the City of Chicago the sum of one hundred twelve and fifty one-hundredths ($112.50) dollars per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance and succeeding payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that the grantee herein shall file its written acceptance and the bond hereinabove provided for within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of Theodore C. Keller for an elevated switch track running across 23rd place and connecting with the tracks of the Chicago and Illinois Western Railroad Company, deferred and published March 11, 1907, page 3430.

Ald. Bihl moved to amend the ordinance under consideration, as follows, in accordance with suggestions of the Assistant Corporation Counsel:

Amend the ordinance by striking therefrom all of Section 2, and by renumbering Section 3, Sections 4 and Section 4a to read Section 2, Section 3 and Section 4, respectively, with all necessary changes dependent thereon.

Also amend the ordinance by striking from Section 6 the words, "This ordinance is subject to repeal at any time by the Mayor in his discretion," and by inserting in lieu thereof the words "and the rights and privileges granted by this ordinance shall be subject to termination by the Mayor at any time in his discretion."

Also amend the ordinance by striking from the last sentence of Section 8 the words, "similar to the remaining portions of said streets and said alleys in their respective lots," and by inserting in lieu thereof the words, "similar to the other portions of streets and alleys in that block."

The motion to amend prevailed.

Ald. Bihl moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding,

Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Theodore C. Keller, his heirs, executors and assigns, to construct, maintain and operate one (1) single railroad switch track and cars thereon with steam or other suitable power, connecting with the elevated roadbed and tracks of the Chicago and Western Indiana Railroad Company in block twenty-seven (27), South Branch Addition, at a point between the south line of 23d place and another point one hundred and fifty (150) feet south thereof at an elevation of above twenty-seven and five-tenths (27.5) feet above city datum, and extending from said initial point northerly and crossing 23d place at a point not more than eighty (80) feet west of the most westerly track of the Chicago and Western Indiana Railroad Company as the same is now located by means of the construction of a subway in 23d place, where the elevation of the level of the top of the rail of said switching track shall not be less than twenty-seven and five-tenths (27.5) feet above city datum, so that there shall be no depression of the street at said subway, and descending gradually from the said grade at said street to such level as may be convenient, and in so doing also crossing the alley between 23d place and 23d street in block six (6), South Branch Addition, as shown in red and marked "Exhibit A-B" on the plat hereto attached, which for greater certainty is made a part of this ordinance. The crossing of said 23d place, as mentioned above, shall be made by means of a subway of such dimensions, specifications and other details as described in Section 4 of this ordinance.

SECTION 2. The said elevated switching track shall be carried across 23d place on a suitable bridge of one or two spans, whose superstructure shall consist of iron or steel main girders with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm water, dirt, oil and other substances from dropping from such elevated structure upon the subway beneath.

The said bridge shall be supported on the abutments of the bridge sustaining the main tracks of said railroad company across the said 23d place and such extensions thereof as may be necessary, and such extensions shall be of concrete, stone or brick masonry, or on rolls of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad right-of-way and in curved lines of the intersecting avenues and streets as provided in the schedule of subways herein contained; and said railroad company shall permit the sidetrack hereby authorized to be connected with its said main tracks.

SECTION 3. A subway shall be constructed beneath the said switching track of Theodore C. Keller where said switching track is intersected and crossed by 23d place.

SECTION 4. The subway mentioned in Section 3 of this ordinance shall be constructed with the elevation upon which said switching track is to be placed and shall, as to size, dimensions,

location and other details, be in accordance with the following schedule:

Subway in 23d place, under the switching track of Theodore C. Keller. (Street 40 feet wide.)

There shall be no depression of the street.

The floor of the subway shall be not less than 11.0 feet above city datum. This level shall extend on the east to a connection with the floor of the subway under the tracks of the Chicago & Western Indiana Railroad Company, and on the west to a connection with the established grade of the street in 23d place.

Width between walls of subway, 40 feet.

Width of roadway, 30 feet in subway.

Width of sidewalks, 5.0 feet in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of the sidewalks shall be uniform with the roadway and about 1 foot above the level of the same.

Clear head-room, 12.0 feet.

SECTION 5. All the work hereinbefore required to be done by said Theodore C. Keller, or upon or in connection with the public streets of the city mentioned in this ordinance, shall be done and performed under the supervision and subject to the inspection and approval of the Commissioner of Public Works of the City of Chicago. At least ten (10) days prior to the commencement of any part of such work the plans and specifications thereof shall be submitted to the Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance, in so far as this ordinance contains specific provisions, and in the absence of such provisions, if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 6. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance and shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine. And the rights and privileges granted by this ordinance shall be subject to termination by the Mayor at any time in his discretion.

SECTION 7. The operation and maintenance of the elevated switch track herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, elevated railroads and structures above streets and alleys; and the construction and maintenance of said elevated switch track shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 8. During the life of this ordinance the grantee herein shall keep the portion of the streets and alleys under the said elevated switch tracks in good condition and repair safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted by expiration of time or otherwise said grantee shall remove said switch tracks and all appurtenances thereto, and shall forthwith restore the portions of said streets and alleys occupied by said

switch tracks to a condition safe for public travel, similar to the other portions of streets and alleys in that block, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 9. Before doing any work under and by virtue of the authority herein granted the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said city for or by reason or on account of the passage of this ordinance, or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 10. In consideration of the privileges herein granted the said grantee, his heirs, executors and assigns, shall pay to the City of Chicago the sum of seventy-five dollars ($75.00) per annum during the life of this ordinance; the first payment shall be made as of the date of the passage of this ordinance and subsequent payments annually thereafter. It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance shall become null and void if said grantee, or his heirs, executors or assigns, shall fail to promptly pay any installment of the said compensation.

SECTION 11. This ordinance shall take effect and be in force from and after its passage and approval, provided that the grantee herein shall file his written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance vacating that part of South Peoria street lying between 86th and 87th streets, and all alleys in Schmidt's Subdivision, deferred and published March 11, 1907, page 3426.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating a certain street and alleys.

WHEREAS, On June 5, 1882, Mathias Schmidt platted a certain sub-division, of which he was the owner, lying west of the Chicago, Rock Island & Pacific Railroad in Cook County, Illinois, known as Schmidt's sub-division of the south ½ of the southeast ¼ of the southeast ¼ of Section 32, Town 38

North, Range 14 east of the 3d Principal Meridian; (Doc. 400,188;) and

WHEREAS, Said plat dedicated to the uses of the public that portion of South Peoria street lying between West 86th street and West 87th street, and certain alleys in block one (1) of said subdivision, between West 86th street, West 87th street, South Peoria street and Vincennes road, and certain alleys in block two (2) of said subdivision, between West 86th street, West 87th street, South Peoria street and South Sangamon street; and

WHEREAS, On July 7, 1883, the said Mathias Schmidt, being still the owner of the said and hereinbefore described property, made and platted a new subdivision of the same, (Doc. 480,414,) in which re-subdivision the said South Peoria street and alleys in blocks one (1) and two (2), previously platted, were ignored and eliminated therefrom, and West 86th place and other east and west alleys were substituted therefor; and

WHEREAS, That portion of South Peoria street and the alleys first platted, in blocks one (1) and two (2), by the said Mathias Schmidt on June 5, 1882, were never accepted or made use of by the City of Chicago; and

WHEREAS, The said West 86th place, lying between South Sangamon street and Vincennes road, and likewise the alleys as platted in the re-subdivision made by the said Mathias Schmidt on July 7, 1883, have been accepted and have been made use of by the City of Chicago for a considerable term of years; and

WHEREAS, Much of said property has been sold in accordance with said re-subdivision and built upon; therefore

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that portion of South Peoria street lying between the south line of West 86th street and the north line of West 87th street, and all alleys in block one (1) between West 86th street, West 87th street, South Peoria street and Vincennes road, and all alleys in block two (2) between West 86th street, West 87th street, South Sangamon street and South Peoria street, as shown in the plat of Mathias Schmidt's original subdivision, dated June 5, 1882, and known as Schmidt's subdivision of the south ½ of the southeast ¼, lying west of the Chicago, Rock Island & Pacific Railroad, of the southeast ¼ of Section 32, Town 38 North, Range 14 east of the 3d Principal Meridian (Doc. 400,188), be and the same are hereby vacated.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty days after its passage a copy of this ordinance shall be filed for record with the Recorder of Deeds of Cook County, Illinois.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of Marshall Field & Company for a covered passageway across Holden place, deferred and published March 11, 1907, page 3433.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing the construction and use of a covered passageway across Holden place connecting the building of Marshall Field & Company.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Marshall Field & Company, a corporation, its successors and assigns, to construct, maintain and use a bridge or covered passageway across Holden place connecting the building on Lot six (6) in Assessor's Subdivision of Lots six (6), seven (7), eight (8) and the south one-half (½) of Lot five (5) on the one side with the building on Lots nine (9), ten (10 and eleven (11) on the other side, all in Block thirteen (13), Fort Dearborn Addition to Chicago. And in the meantime, until the bridge or covered passageway herein authorized shall be constructed, to maintain and use the existing bridge or passageway, with the same effect in all respects as if the same were constructed under the provisions of this ordinance. Said new bridge or covered passageway when erected shall be constructed of incombustible material in accordance with the building ordinances of the City of Chicago, and shall be either wholly in lieu of or an enlargement of the bridge or covered passageway in said location now in existence; and the same shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and to his satisfaction and approval. The location of said bridge or covered passageway shall be substantially as shown on the plat hereto attached, which is hereby made a part of this ordinance, and a copy of said plat and plans and specifications for the construction of the bridge or covered passageway herein authorized, all of which shall first be approved by the Commissioner of Public Works, shall at all times be kept on file in the office of said Commissioner. The lowest portion of said bridge or covered passageway shall not be less than eighteen (18) feet above the grade of Holden place, and said bridge or covered passageway shall not exceed one hundred and eighty (180) feet in height nor twenty-four (24) feet in width, nor comprise more than eleven (11) stories. Such bridge or covered passageway need not be constructed the full height herein authorized at one time, but if built at different times a permit shall be obtained for each portion erected until the whole is complete, and each portion thereof as constructed from time to time shall be constructed and maintained under the direction and supervision of the Commissioner of Public Works and to his satisfaction and approval.

No permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway, or any portion thereof, until plans and specifications for the completed structure shall first have been submitted and approved by the said Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted, by lapse of time or otherwise, said grantee shall remove said bridge or covered passageway without cost or expense of any kind whatsoever to the City of Chicago, and in the event of the failure, negligence or refusal on the part of said grantee, its successors or assigns, to remove said bridge or covered passageway upon the termination of the privileges herein granted, then the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors or assigns.

SECTION 3. In consideration of the privileges herein granted, and as compensation therefor, said Marshall Field & Company, its successors and assigns, shall pay to the City of Chicago the sum of twenty-nine hundred eight and thirty-five one-hundredths dollars ($2,908.35) per year, payable annually in advance; the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter during the time the existing bridge or covered passageway shall be maintained; and upon the construction of a new bridge or covered passageway or in case of the enlargement of the present bridge or covered passageway, the said Marshall Field & Company, its successors and assigns, shall pay to the City of Chicago yearly in advance such annual sum as shall be determined by the Compensation Committee of the City Council of the City of Chicago prior to the issuance of a permit for the construction of such new bridge or covered passageway or the enlargement of same.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall fail promptly to pay any installment of said compensation.

SECTION 4. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 5. The ordinance passed by the City Council of the City of Chicago June 6th, 1892, by which permission and authority was granted to John M. Pashley and his assigns to construct a bridge or covered passageway across the alley running between Lots nine (9), ten (10) and eleven (11) on one side and Lot six (6) in Assessors Division of Lots six (6), seven (7), eight (8), etc., on the other, all in Block thirteen (13), Fort Dearborn Addition to Chicago, is hereby repealed.

SECTION 6. This ordinance shall take effect and be in force from and after December 1st, 1906; provided that the grantee herein shall file its written acceptance of the same and the bond hereinabove provided for within thirty (30) days of the passage hereof.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of the Orchestral Association for a canopy over sidewalk at 165-169 Michigan avenue, deferred and published March 11, 1907, page 3435.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas — Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick,

Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Orchestral Association, a corporation, its successors and assigns, to construct, maintain and use a canopy over the sidewalk on Michigan avenue, from the building known as Orchestra Building, located at Numbers 165, 167 and 169 Michigan avenue, which canopy shall be constructed of incombustible material.

The lowest portion of said canopy shall be no less than twelve (12) feet above the surface of the sidewalk over which said canopy projects, shall not extend more than twenty (20) feet and one and three-quarters (1¾) inches beyond the face of the wall of said building and shall not exceed fifty-five (55) feet in width.

The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall first be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works; and no permit shall be issued allowing any work to be done in and about the construction of said canopy herein authorized, until such plans and specifications have first been submitted to and approved by the Commissioner of Public Works and the said Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the Mayor's discretion, as aforesaid, said grantee shall remove said canopy, without cost or expense of any kind whatsoever to the City of Chicago.

Provided, That in the event of failure, neglect or refusal on the part of the said grantee, its successors or assigns, to remove said canopy, when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors and assigns.

SECTION 3. In consideration of the privileges herein granted, and as compensation therefor, the said Orchestral Association, its successors and assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty-five ($25.00) dollars per year, payable annually in advance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter, provided that if default is made in the payment of any of the installments of compensation herein provided for, the privileges herein granted shall immediately terminate and this ordinance shall become null and void.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall have first been issued by the Commissioner of Public

Works authorizing such work to proceed; and no permit shall issue until the first annual payment herein provided for has been made at the office of City Comptroller of the City of Chicago, and a bond has been executed by the said grantee in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense or liability of any kind whatsoever, which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said City, from, by reason of, or on account of, the permission and authority herein granted, or the exercise by the grantee herein, its successors or assigns, of the permission and authority herein given; and conditioned further for the faithful observance and performance of all and singular the conditions and provisions of this ordinance; said bond, and liability of the sureties thereon, shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be kept in full force, then the privileges herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that the said grantee files written acceptance of this ordinance, together with the bond hereinabove provided for within thirty (30) days.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of the Osterman Manufacturing Company for two push-car tracks across 120th street, deferred and published March 11, 1907, page 3436.

Ald. Bihl moved to amend the ordinance under consideration by adding at the end of Section 2 the following: "The rights and privileges hereby granted may be revoked and terminated at any time by the Mayor in his discretion"; and by adding at the end of Section 3 the following: "If the said grantee shall fail to so restore said street at the termination of said privileges, then the Commissioner of Public Works shall cause said street to be restored to a condition safe for public travel and similar to the condition of the remaining portion of the street in that block, and the cost and expense of doing such work shall be paid by said grantee."

The motion to amend prevailed.

Ald. Bihl moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Pringle, Dailey, McCormick, Young, Bennett, Snow, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Powers, Finn, Reese, Foell, Sullivan, Dougherty, Hahne, Krumholz, Dunn, Lipps, Reinberg, Siewert, Blase, Larson, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—52.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and they are hereby given and granted to the Osterman Manufacturing Company, its successors and assigns, to lay down, construct, maintain and operate two push car tracks across 120th street, to be located as follows: One commencing at a point twenty-five (25) feet east of Peoria street and running thence north parallel with said street across 120th street to the north line thereof; the other commencing at

a point twenty-five (25) feet west of Green street and running thence north parallel therewith across 120th street to the north line thereof. Said tracks to be of the width of standard gauge railroad tracks and to be used for cars or conveyances to be propelled by hand only.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from the date of the passage of this ordinance, and this ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal, all privileges hereby granted shall cease and determine. The rights and privileges hereby granted may be revoked and terminated at any time by the Mayor in his discretion.

SECTION 3. During the life of this ordinance the grantee herein shall keep such portion of 120th street as is occupied by said push car tracks in good condition and repair, safe for public travel, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said push car tracks and all the appurtenances thereto, and shall forthwith restore the portion of 120th street occupied by said push car tracks to a condition safe for public travel, similar to the remaining portion of that street in the same block, to the satisfaction and approval of the Commissioner of Public Works. If the said grantee shall fail to so restore said street at the termination of said privileges, then the Commissioner of Public Works shall cause said street to be restored to a condition safe for public travel and similar to the condition of the remaining portion of the street in that block, and the cost and expense of doing such work shall be paid by said grantee.

SECTION 4. The operation and maintenance of the push car tracks herein provided for shall be subject to all existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operating of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized, until a permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges herein granted, the said grantee shall pay to the City of Chicago the sum of one hundred ($100.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand ($10,000) dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said City for or by reason or on account of

the passage of this ordinance or for or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect anl be in full force from and after its passage and approval, provided that the acceptance hereinabove mentioned and the bond hereinabove mentioned be filed within thirty (30) days from the passage hereof.

The Clerk, on motion of Ald. Hoffman, presented the report of the Committee on Health Department, on an ordinance authorizing the Commissioner of Health to contract for the removal of stagnant water, offal, etc., deferred and published, December 10, 1906, page 2309.

Ald. Hoffman presented the following amendments to the ordinance under consideration:

Amend Section 1 of said ordinance by striking out all of said section after the word "the" in the 19th line thereof, beginning with the word "item" and inserting in lieu thereof the words "fund appropriated for that purpose in the annual appropriation ordinance for the year 1907."

Amend Section 2 of said ordinance by striking out after the word "maintain" in the 6th line of said section the words "not more than fourteen (14)," and inserting in lieu thereof the words "a sufficient number of "; also amend said Section 2 bv inserting between the words "wagons" and "which" appearing in the 8th line of said section the words "to keep the city clean and free from all offensive matters by cleaning each vault, ditch or cesspool once a year or every six months if directed by the Commissioner of Health, and"; and further amend said Section 2 by striking out the word "brick" in the 14th line of said section, so that said Section 2 shall read as follows:

SECTION 2. The contract hereinbefore provided for shall include among its provisions the following requirements:

That such contractor shall at all times during the period of his, its or their contract, maintain a sufficient number of properly equipped iron tank wagons to keep the city clean and free from all offensive matters by cleaning each vault, ditch or cesspool once a year or every six months if directed b the Commissioner of Health, and which shall in every way comply with the requirements and provisions of all ordinances of the city relating to the removal of night-soil and night-scavengers' work, and shall be required to keep all such wagons anl their equipment, in tightly enclosed barns while not in use; that all work under said contract shall be done between seven o'clock P. M. and six o'clock A. M., and such contractor shall cleanly and thoroughly wash said wagons and all tools or equipment used in their operation upon each trip to the night-soil reduction plant; that such wagons shall be kept well painted by the owner and shall be numbered on the side thereof in figures not less than two and one-half (2½) inches in height, and above the number the words "Department of Health, Chicago"; that all work done in the removal of night soil and operation of such wagons shall be done under the supervision of and upon permits or orders issued by the Department of Health; such contractor shall be required to comply with all requirements and provisions of the ordinances of the City of Chicago relating to night-

scavengers, except as to licenses, and except as to any other provision of said ordinances in conflict with the provisions or requirements of this ordinance.

Amend Section 4 of said ordinance by inserting the word "in" after the word "for" in the second line of said section; also by inserting the word "total" after the word "the" in the third line of said section; also by adding at the end of said section the following:

"The payment for said work shall be made on the first and fifteenth day of each month." So that said Section 4 shall read as follows:

SECTION 4. The compensation to be fixed in said contract provided for in this ordinance, shall be for the total monthly cost of furnishing such teams, iron tank wagons, necessary equipment and the maintenance and operation of such outfit by one driver and the necessary help, to be specified in said contract, and shall also provide that in the event of there not being sufficient work of the above specified nature, to keep all of said teams busy at any time during the life of said contract, the Commissioner of Health shall have the right to direct the use of all or any of such teams, wagons and equipment in the removal of stagnant water or other offal that he shall deem offensive and injurious to the public health and the conveyance of the same to one of the City night-soil reduction plants, or at any other work in said Health Department required to be done. The payment for said work shall be made on the first and fifteenth day of each month.

Amend Section 5 of said ordinance by adding the word "a" after the word "Service" in the 26th line or third line from the bottom of said section.

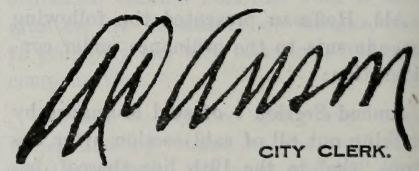
Ald. Hoffman moved to defer further consideration of the ordinance until the next meeting of the Council.

The motion prevailed.

ADJOURNMENT.

Ald. Bennett moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Thursday, March 21, 1907, at 10:00 A. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO ILLINOIS

Regular Meeting, Thursday, March 21, 1907.

10:00 O'CLOCK A. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Saturday, March 23, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.—

Absent—Ald. Richert and Conlon.

QUORUM.

At 10 o'clock A. M., a quorum being present, the Mayor called the Council to order.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

STREETS AND ALLEYS, SOUTH DIVISION.

The Committee on Streets and Alleys, South Division, submitted the following report, which was, on motion of Ald. Bihl, deferred and ordered published:

CHICAGO, March 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, South Division, to whom was referred an ordinance granting Saratoga Hotel and Restaurant Company bridge and two tunnels, having had the same under advisement, beg leave to report and recom-

mend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Saratoga European Hotel and Restaurant Company, its successors and assigns, to construct, maintain and use a bridge or covered passageway extending across the public alley between Madison and Monroe streets, east of Dearborn street, and connecting the building on Original Lots eighteen (18) and nineteen (19), Block one hundred forty-two (142), School Section Addition to Chicago, with the building on Lots twenty (20) and twenty-one (21) on the opposite side of alley, Block one hundred forty-two (142), School Section Addition to Chicago, all in Section sixteen (16), Township thirty-nine (39), Range fourteen (14).

The lowest part of said bridge or covered passageway shall not be less than eighteen (18) feet above the surface of said alley, and shall not exceed eight (8) feet in width nor be more than four (4) stories in height.

Permission and authority are also granted to the said The Saratoga European Hotel and Restaurant Company to excavate for and maintain a vault under the surface of the above alley connecting the above buildings; said vault to be not more than forty (40) feet in length, nor more than fifteen (15) feet in width, nor more than fifteen (15) feet in depth; the location and construction of said bridge and vault to be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the privileges herein granted the bridge or covered passageway herein authorized shall be removed by said grantee, and the vault herein authorized shall be filled up, unless this ordinance shall be renewed. If said vault is so filled up, the alley where the same shall have been located shall be restored to a condition similar to the balance of alley in the same block, to the satisfaction of the Commissioner of Public Works, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said alley or in any manner interfere with any public cable, wire, pipe or conduit therein, and shall not open or incumber more of said alley than shall be necessary to enable it to proceed with advantage in excavating said vault.

No permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway or said vault until plans and specifications of the completed structure shall have first been submitted to and approved by the said Commissioner of Public Works.

SECTION 4. The said grantee, its successors and assigns, shall pay as compensation for the privileges herein granted the sum of one hundred ninety-six and 20-100 ($196.20) dollars per annum during the life of this ordinance. The first payment shall be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 5. No work shall be done un-

der the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the rantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor and conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage, provided that the said grantee files its written acceptance of this ordinance, together with the bond hereinabove provided for, within thirty (30) days after the passage of this ordinance.

ERNEST BIHL,
Chairman.

ALSO,

The same committee, to whom was referred an ordinance in favor of the Potter Watch Company for a clock on an iron post, submitted a report recommending that the same be placed on file.

Ald. Bihl moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, March 21, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance vacating part of Pensacola avenue, and extending to Malcolm avenue, and that part of North 47th avenue lying east of and adjoining the right of way of the C., M. & St. P. Railroad Company, Dickinson's Subdivision, north half of the S. W. quarter, Section 15, 40, 13, having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that part of Pensacola avenue lying east of the east line of North 47th avenue and extending to Malcolm avenue, also that part of North 47th avenue lying east of and adjoining the right of way of the Chicago, Milwaukee and St. Paul Railroad Company, and south of the south line of Pensacola avenue; also that part of Malcolm avenue lying south of the north line of Pensacola avenue, and all marked and indicated in red lines on the plat or drawing hereto attached and made a part hereof, and which said streets and parts of streets are situate in Dickinson's Subdivision of the north half of the southwest quarter of Section 15 in Township 40, north, Range 13, east of the third principal meridian, in Cook County, Illinois, be and the same hereby are vacated.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty days after the

passage of this ordinance, Sellers Manufacturing Company, a corporation, who will derive a pecuniary benefit from such vacation, shall pay to the City of Chicago the sum of thirty-nine hundred seventy-one and 12-100 ($3,971.12) dollars, and further, that the said Sellers Manufacturing Company, a corporation, shall file within thirty days in the office of the Recorder of Deeds of Cook County, a plat showing such vacation, and in case of failure to pay said compensation as aforesaid, or record the plat as aforesaid within thirty days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject, however, to the provisions in Section 2 hereof contained.

A. J. HARRIS,
Acting Chairman.

ALSO,

The same committee submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, March 20, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance vacating alleys in Barrett's Sub. of E. ½ of Block 14 of Assessor's Sub., having had the same under advisement, beg leave to report and recommend the passage of the ordinance with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all the alleys in Barrett's Subdivision of the east half of Block 14 of Assessor's Division of the north quarter of the southeast quarter of Section 20, Township 39, north, Range 14, east of the third principal meridian, marked upon the plat hereto attached and made a part hereof "to be vacated," and colored red, be and the same are hereby vacated and closed inasmuch as the same are no longer required by the general public as alleys and the public interest will be subserved by their vacation.

SECTION 2. This ordinance shall take effect and be in force from and after the filing of a copy hereof in the office of the Recorder of Deeds of Cook County by the Chicago Title and Trust Company, trustee, and the payment by said company to the City of Chicago of the sum of twenty-three hundred fifty-six and 91-100 ($2,356.91) dollars for the payment and satisfaction of any and all claims of damages done by the vacation and closing of said alleys; provided that such filing shall be done and such payment be made within thirty (30) days after the passage of this ordinance, otherwise this ordinance to be void.

A. J. HARRIS,
Acting Chairman.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement, and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIFTH WARD.

Ald. Martin presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have the sidewalk space filled on the east side of Kedzie avenue from the north curb line of Thirty-sixth street north to a distance within 150 feet from the bridge abutment, with clean ashes.

Ald. Martin presented an order for a six-foot cement sidewalk on the east side of Kedzie avenue to extend northward 150 feet from the bridge abutment over the Illinois and Michigan Canal; which was

Referred to the Board of Local Improvements.

TWENTY-SEVENTH WARD.

Ald. Siewert (and Ald. Race) presented an order (petition attached) for paving with brick West North avenue from North Central Park avenue to North 48th avenue, which was

Referred to the Board of Local Improvements.

THIRTY-THIRD WARD.

Ald. Bihl presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install a fire alarm box at the corner of Kensington avenue and Stevenson avenue, in front of the Sherwin-Williams Paint Works.

MISCELLANEOUS BUSINESS.

COMMITTEE OF THE WHOLE.

Ald. Bennett moved that the Council resolve itself into Committee of the Whole for the purpose of considering the report of the Committee on Finance and the draft of an appropriation ordinance for the fiscal year ending December 31, 1907, submitted therewith, which report and ordinance were deferred and published March 18, 1907, pages 3472 to 3551, inclusive.

The motion prevailed and the Council was thereby resolved into Committee of the Whole.

Subsequently, the Council having reassembled, and the Mayor being absent, Ald. Foreman moved that Ald. Bennett take the chair as temporary chairman.

The motion prevailed and Ald. Bennett took the chair.

The Clerk, at the direction of the Chair, called the roll and there were

Present—Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan and Race.

Absent—His Honor, the Mayor, and Ald. Dailey, Richert, Schermann, Conlon, Reese, Burns and Badenoch.

QUORUM.

A quorum being present, Ald. Bennett as chairman of the Committee of the Whole reported that the committee had finished consideration of the business referred to it and that he was ready to make the report when the Council was ready to receive it.

Ald. Finn moved that the report be received and taken up for consideration immediately by the Council.

The motion prevailed, and Ald. Bennett thereupon reported that after due consideration the Committee of the Whole had decided on certain amendments to the appropriation ordinance for the fiscal year ending December 31, 1907, as submitted by the Committee on Finance and that the said Committee of the Whole recommended the adoption of the said amendments and the passage of the appropriation ordinance as so amended.

Ald. Finn moved to adopt the amendments to the appropriation ordinance as recommended by the Committee of the Whole.

The motion prevailed.

In connection with the ordinance under consideration Ald. Uhlir, by unanimous consent, presented the following resolution:

"*Be it resolved*, That it is the sense of the City Council that the double platoon system in the Fire Department should be installed as soon as the financial condi-

tion of the city will permit, and the City Council hereby agrees to install said system for the year 1908 or at the earliest possible practicable moment."

Ald. Dever moved to amend the resolution by striking therefrom the words "hereby agrees," and by inserting in lieu thereof the words, "so determines."

The motion prevailed.

Ald. Pringle moved to amend the resolution further by striking therefrom all words following the words "so determines."

The motion prevailed.

Ald. Dever moved to adopt the resolution as amended.

The motion prevailed.

The following is the resolution as adopted:

Be it resolved, That it is the sense of the City Council that the double platoon system in the Fire Department should be installed as soon as the financial condition of the city will permit and the City Council so determines.

The Mayor hereupon appeared in the Council chamber and took the chair.

Ald. Coughlin presented the following amendment to the appropriation ordinance as recommended for passage by the Committee of the Whole:

"Amend page 15 of the Appropriation Bill of 1907 so as to provide for the regulation of salaries of patrolmen as follows:

For the first year	$ 900
For the second year	1,200
For the third year	1,300
For the fourth year	1,300
For the fifth year	1,400
For the fifth year and thereafter and up."	1,400

Ald. Beilfuss presented the following resolution as a substitute for the amendment offered by Ald. Coughlin:

"*Be It Resolved,* That it is the sense of the City Council that the graded police system should be installed as soon as the financial condition of the city will permit and the City Council hereby agrees to install said system for the year 1908 or at the earliest possible practicable moment."

Ald. Foreman moved to amend the foregoing resolution by striking therefrom the words, "hereby agrees," and by inserting in lieu thereof the words, "so determines"; and by striking out the words, "to install said system for the year 1908 or at the earliest possible practicable moment."

The motion to amend the resolution prevailed.

Ald. Coughlin moved to lay on the table the resolution as amended.

The motion to lay on the table prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Martin, McCormick, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Smith, Nowicki, Sitts, Powers, Bowler, Sullivan, Jacobs, Hahne, Krumholz, Dunn, Siewert, Blase, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan—42.

Nays—Foreman, Pringle, Young, Bennett, Snow, Zimmer, Maypole, Beilfuss, Dever, Brennan, Finn, Foell, Dougherty, Werno, Williston, Lipps, Reinberg, Larson, Race—19.

Ald. Coughlin, moved to amend the amendment presented by him by striking out the last two words, "and up," and by inserting before the schedule the words, "beginning December 1, 1907."

The motion to amend prevailed.

Ald. Coughlin moved to adopt the amendment as amended.

The motion prevailed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dix-

on, Martin, McCormick, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Sitts, Brennan, Powers, Bowler, Stewart, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Dunn, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Hunt, Bihl, Kohout, Nolan, Race—50.

Nays—Foreman, Pringle, Young, Bennett, Snow, Dever, Finn, Foell, Werno, Williston, Lipps, Reinberg—12.

The following is the amendment as adopted:

"Amend page 15 of the Appropriation Bill for 1907 so as to provide for the regulation of salaries of patrolmen as follows, beginning December 1, 1907:

For the first year.....$ 900
For the second year..... 1,200
For the third year 1,300
For the fourth year..... 1,300
For the fifth year..... 1,400
For the fifth year and thereafter, 1,400"

Ald. Bennett moved to pass the appropriation ordinance for the fiscal year ending December 31, 1907, as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—60.

Nays—None.

The following is the ordinance as passed:

AN ORDINANCE

Making Appropriations for Corporate, School and Public Library Purposes for the fiscal year from January 1, 1907, to December 31, 1907.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the following sums, or so much thereof as may be authorized by law and as may be needed, be and the same are hereby appropriated for the corporate purposes of the City of Chicago, and for school and also for library purposes, as hereinafter specified, for the fiscal year commencing January 1, 1907, and ending December 31, 1907.

CORPORATE PURPOSES.

GENERAL GOVERNMENT.

Executive.

1—Mayor's Office		**$ 33,328 70**
Mayor	$ 18,000 00	
Private Secretary	3,600 00	
Stenographer	1,500 00	
Messenger	1,500 00	

MUNICIPAL LIBRARY AND BUREAU OF STATISTICS.

City Statistician	$3,000 00	
Assistant City Statistician	1,200 00	
Statistical Clerk	900 00	
Stenographer	900 00	
Printing Statistics	1,200 00	
Postage	250 00	
Stationery, supplies and book cases	500 00	
Books, binding, expressage, etc	250 00	
Adding machine	400 00	
Unpaid bill—Walton, James & Ford	92 00	
Unpaid Department bill	36 70	
		$ 8,728.70

Legislative.

2—City Council ..... **$ 111,500 00**

Salaries of 70 Aldermen at $1,500	$ 105,000 00	
Chairman Committee on Finance	3,500 00	
Secretary of Finance Committee, salary	3,000 00	

COMMITTEE ON LOCAL TRANSPORTATION ..... **$ 25,225 87**

Salary of Secretary and expenses, and for the employment of such legal, engineering and other expert assistants on elevated railroads and street railroads and subways, as may be necessary, and for the expenses thereof, and for printing, postage and supplies	$ 25,000 00	
Bill of:		
Field, Hinchman & Smith	225 87	

COMMITTEE ON GAS, OIL AND ELECTRIC LIGHT ..... **$ 15,000 00**

For payment of legal, engineering and expert assistants and other expenses	$ 15,000 00	

EXPENSES OF CHARTER CONVENTION ..... **$ 10,000 00**

To be expended upon vouchers approved by the Committee on Finance of the City Council.

DEPARTMENT OF TRANSPORTATION ..... **$ 3,500 00**

Superintendent	$ 3,000 00	
Miscellaneous expense, typewriter, postage, stationery, etc.	500 00	

3—CITY CLERK			**$ 64,810 39**
City Clerk	$	5,000 00	
Chief Clerk		3,600 00	
One sergeant-at-arms		1,000 00	
One clerk and reading clerk		2,500 00	
One clerk		1,800 00	
Two clerks at $1,600		3,200 00	
Two clerks at $1,500		3,000 00	
One stenographer and clerk		1,650 00	
Three clerks at $1,300		3,900 00	
One clerk		1,100 00	
Proofreader and clerk, 4 months, at $1,200		400 00	
Two clerks, 4 months, at $1,200		800 00	
One messenger, 9 months, at $600		450 00	
One official stenographer for City Council		1,600 00	
One janitress		720 00	
One janitor and caretaker, Council chamber		1,200 00	
Eight assistant sergeants-at-arms, at $150		1,200 00	
For printing Council Proceedings, binding Council Proceedings, printing documents for Council committees, stationery, blank books, licenses, dog tags, license badges and plates, general office expenses, and printing street railway ordinances		30,000 00	
Extra work of regular clerks		200 00	
Bills of:			
John F. Higgins	$502 50		
Lawyer's Co-operative Publishing Co	437 89		
Lawyer's Co-operative Publishing Co	550 00		
		1,490 39	
CITY TREASURER'S OFFICE			**$ 38,077 12**
City Treasurer, 9 months at $12,000 per annum	$	9,000 00	
Assistant City Treasurer, 10 months at $5,000 per annum		4,166 62	
Two special assessment clerks in charge, 10 months at $1,680 each, per annum		2,800 00	
Eight special assessment clerks, 10 months at $1,200 each per annum		8,000 00	
Chief clerk and accountant, 10 months at $2,400 per annum		2,000 00	
One warrant record clerk, in charge, 10 months at $1,200 per annum		1,000 00	
One warrant record clerk, 10 months at $900 per annum		750 00	

CITY TREASURER'S OFFICE—Continued.

Cashier, 10 months at $3,300 per annum	2,750 00
Assistant cashier, 10 months at $2,400 per annum	2,000 00
Assistant cashier and paymaster, 10 months at $2,400 per annum	2,000 00
Stenographer and clerk, 10 months at $900 per annum	750 00
Printing, stationery, check books, postage, premiums on surety bonds, miscellaneous expense, etc	2,860 50

LAW DEPARTMENT.

4—Corporation Counsel's Office ..... **$ 184,000 62**

Corporation Counsel	$ 10,000 00
One assistant corporation counsel	6,000 00
Two assistant corporation counsels at $5,000 per annum	10,000 00
One assistant corporation counsel, per annum	4,500 00
Three assistant corporation counsels at $4,000 per annum	12,000 00
Two assistant corporation counsels at $3,600 per annum	7,200 00
Three assistant corporation counsels at $3,000 per annum	9,000 00
Two assistant corporation counsels at $2,500 per annum	5,000 00
One assistant corporation counsel	2,100 00
One assistant corporation counsel	2,000 00
Two assistant corporation counsels at $1,800 per annum	3,600 00
Two assistant corporation counsels at $1,500 per annum	3,000 00
One law clerk and secretary to Corporation Counsel	1,800 00
One law and docket clerk	1,500 00
One law clerk	1,500 00
One law clerk and interpreter	1,350 00
One law clerk	1,500 00
One law clerk	1,200 00
Three law clerks at $1,000	3,000 00
Two law clerks at $900	1,800 00
One law and filing clerk	1,000 00
One law and filing clerk	1,000 00
One telephone operator	720 00
One stenographer and law clerk	1,350 00
Seven stenographers and law clerks at $1,000	7,000 00
One stenographer and law clerk	1,200 00
One attorney for fire department	3,000 00
One stenographer and law clerk for fire department	1,000 00
One attorney for police department	2,500 00

LAW DEPARTMENT—Continued.

Legal and office expenses—expenses of traction litigation and court cost	40,000 00	
	$ 146,820 00	
Less amount payable from Water Fund	12,000 00	
	$ 134,820 00	
For payment of bills contracted for miscellaneous legal and office expenses to be paid upon the approval of the Corporation Counsel	23,830 62	
For settlement of litigation in regard to the west one-half of Carpenter street, between 51st and 52d streets	1,200 00	
For compensation to Thomas J. Sutherland, in addition to his regular salary for the year 1907, for extra work and overtime in the Weir-McKechney and Riot cases	2,500 00	

Board of Local Improvements.

One attorney	$ 5,000 00	
One assistant attorney at $4,000	4,000 00	
One assistant attorney at $2,800	2,800 00	
One assistant attorney	2,100 00	
One law clerk	1,200 00	
One law clerk	1,200 00	
One law clerk and messenger	900 00	
One law clerk	2,000 00	
Two law clerks and stenographers at $900	1,800 00	
One law clerk and stenographer	1,000 00	
One court reporter	1,000 00	
	$ 23,000 00	
Less amount payable from Water Fund	1,350 00	
	$ 21,650 00	
Prosecuting Attorney		$ 49,229 00
One Prosecuting Attorney	$ 3,600 00	
One Chief Assistant Prosecuting Attorney	3,000 00	
Two Assistant Prosecuting Attorneys	4,800 00	
Fourteen Assistant Prosecuting Attorneys at $2,000	28,000 00	
One Assistant Prosecuting Attorney	1,500 00	
One Assistant Prosecuting Attorney	1,200 00	

LAW DEPARTMENT—Continued.

One stenographer	999 00	
One stenographer	900 00	
One law clerk	1,200 00	
One Assistant Prosecuting Attorney for 6 months at $75.00 per month	450 00	
For costs arising in civil suits commenced by Prosecuting Attorney, viz.: Court fees, for jurors and witnesses	1,000 00	
For printing, stationery, postage stamps, furniture and office supplies	1,200 00	
Rent of Suite 513 and 514, Ashland Block, for one year for Prosecuting Attorney's office at $115.00 per month	1,380 00	
City Attorney		**$ 154,985 85**
City Attorney	$ 6,000 00	
One First Assistant City Attorney	3,800 00	
One Trial Attorney	3,600 00	
One Trial Attorney	3,600 00	
One Trial Attorney	3,600 00	
One Trial Attorney	3,600 00	
One Trial Attorney	2,500 00	
One Trial Attorney	2,500 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	
One Assistant Trial Attorney	1,800 00	
One chief investigator	2,400 00	
One Assistant City Attorney (Appellate)	2,500 00	
One Assistant City Attorney (Pleadings)	1,800 00	
One Assistant City Attorney (Motions)	1,800 00	
One Assistant City Attorney (Claim Department)	2,400 00	
One Assistant City Attorney (Investigating Department)	1,800 00	
One chief clerk	2,100 00	
One docket clerk	1,800 00	
One stenographer	1,200 00	
One stenographer	1,000 00	
One stenographer	900 00	
Three copyists at $720	2,160 00	
One office boy	540 00	
One telephone operator	540 00	
Twenty-five trial investigators ($1,200 per annum)	30,000 00	

LAW DEPARTMENT—Continued.

Twenty-six preliminary investigators ($1,000 per annum).		26,000 00	
Contingent expenses, witness fees, Municipal, Circuit, Appellate and Superior court costs and expenses, physician's fees, expert fees, miscellaneous expenses and special investigations	$ 67,500 00		
Court reporting		14,000 00	
Emergency trial attorneys and extra Appellate court work		8,500 00	
Rent		6,720 00	
Street car and railroad transportation		8,000 00	
Light, water and office repairs		1,200 00	
Personal injury claims		3,500 00	
		$ 226,560 00	
Less amount payable from Water Fund		75,000 00	
		$ 151,560 00	
The A. H. Andrews Co	$ 136 50		
City Collector	75 37		
Callaghan & Co	5 00		
J. L. Brouse	107 50		
Dr. William B. Whitaker	35 00		
Dr. Arthur A. Small	35 00		
National Safe Deposit Co	88 98		
James Whitney Hall, M. D	690 00		
John Leeming, M. D	595 00		
Dr. Thomas J. Watkins	5 00		
Dr. Philip Schuyler Doane	380 00		
Dr. G. T. Bailey	10 00		
Charles Gilbert Davis, M. D	75 00		
T. J. Sullivan, M. D	5 00		
		$ 2,243 35	
Departmental bills		1,182 50	
7—DEPARTMENT OF FINANCE			$ 96,629 00

Comptroller's Office.

Comptroller	$ 10,000 00
Chief clerk	3,600 00
General accountant	3,000 00
Bookkeeper	1,500 00
Paying teller	1,800 00
Stenographer	1,200 00

DEPARTMENT OF FINANCE—Continued.

Warrant record clerk	1,200 00
Form and index clerk	1,199 00
Clerk	1,199 00
Warrant for collection register clerk	1,199 00
Clerk	1,199 00
Bond registrar	1,350 00
Clerk	1,199 00
Clerk	1,199 00
Special assessment, imp. hand clerk	1,200 00
Clerk	1,199 00
One assistant paying teller	1,200 00
One clerk	999 00
Messenger	720 00
One clerk	799 00
For extra clerk hire and extra work by regular employes	10,003 00
	$ 46,964 00
Less amount to be paid from Water Fund	9,500 00
	$ 37,464 00

Special Assessment Division.

Chief accountant in charge of special assessments	$ 1,800 00
Clerk	1,399 00
Four clerks at $1,199 each	4,796 00
Six clerks at $999 each	5,994 00
One stenographer and clerk	999 00
One messenger	600 00
Six clerks at $1,199 each	7,194 00
	$ 22,782 00

Audit Bureau.

Auditor and Deputy Comptroller	$ 4,000 00
Assistant accountant	1,800 00
One clerk	1,500 00
One clerk	1,199 00
One clerk	1,200 00
One clerk	1,399 00
One clerk	1,199 00
One clerk	1,199 00
One clerk	1,199 00

DEPARTMENT OF FINANCE—Continued.

One warrant clerk	1,199 00
One city real estate agent	1,800 00
One clerk	999 00
One clerk	999 00
Three clerks at $999	2,997 00
	$ 22,689 00

The Comptroller may, on making written request, require the service of any engineer, bookkeeper, clerk or other employe in any department for the purpose of investigating, examining or auditing any voucher or account of any work performed or material furnished, or the cost thereof, and during the period of such employment he shall be under the jurisdiction of the Comptroller.

Paymaster's Bureau.

(Seventy per cent of salaries, etc.)

One Paymaster at $3,600 per annum, 9 months	$ 2,700 00	
One First Assistant Paymaster at $2,400 per annum, 3 months	600 00	
Three assistant paymasters at $1,800 per annum	5,400 00	
One clerk at $1,199 per annum, 12 months	1,199 00	
One clerk	1,000 00	
Two clerks at $999	1,998 00	
Maintaining pay wagon	100 00	
	$ 12,997 00	
Less amount payable from Water Fund	4,000 00	
	$ 8,997 00	
Printing and stationery for Comptroller's reports, checks, books and miscellaneous expenses of the Comptroller's office and advertising for the offices of Mayor, City Comptroller and City Treasurer	$ 17,000 00	
9—CITY COLLECTOR'S OFFICE		**$ 74,762 24**
City Collector	$ 6,000 00	
Deputy Collector	3,000 00	
Cashier	2,600 00	
Chief Clerk Special Assessments	1,800 00	
One general license clerk	1,400 00	
One bookkeeper	1,400 00	
One bond clerk	1,400 00	

CITY COLLECTOR'S OFFICE—Continued.

One general clerk	1,400 00	
One broker clerk	1,400 00	
One insurance clerk	1,400 00	
One collector	1,400 00	
One special assessment and license clerk	1,400 00	
Fifteen special assessment and license clerks at $1,400 each	21,000 00	
Four collectors at $1,199 each	4,796 00	
One stenographer and clerk	900 00	
One messenger	900 00	
Special assessment books, forms, advertising, license blanks, postage, street car transportation for collectors and surety bonds for department employes, etc.	7,000 00	
Extra clerk hire and extra work by extra and regular men on special assessments and making delinquent return to the County Treasurer	15,000 00	
For defraying costs of special assessments returned delinquent in error	100 00	
Unpaid Departmental bills	355 60	
For settlement of claim of Bernard McMahon	110 64	
10—CITY HALL		**$ 118,495 65**
One chief janitor	$ 1,600 00	
One janitor	1,000 00	
Eight elevator operators at $1,000 each	8,000 00	
One elevator starter	1,100 00	
Two wood finishers at $4.00 per day	2,504 00	
One carpenter	1,257 55	
One cabinet maker at $4.00 per day	1,252 00	
One chief engineer	1,500 00	
Two assistant engineers at $1,199 each	2,398 00	
Five firemen at $1,000 each	5,000 00	
Two coal passers at $1,000 each	2,000 00	
One oiler at $1,000	1,000 00	
For payment of overtime to elevator operators	300 00	
For uniforms for elevator operators	200 00	
Janitors at $900 and janitresses at $720 per year	16,560 00	
For laborers, coal supplies, and electric light	20,000 00	
Clerk and inspector Complaint Bureau	1,500 00	
One stenographer and clerk Complaint Bureau	1,000 00	
Miscellaneous expenses, typewriter, postage, stationery, etc., Complaint Bureau	250 00	

CITY HALL—Continued.

Bills of T. J. Powers, $12.60, $9.10, $3.25, $29.15, $3.40, $11.50, $5.10		74.10	
For expense of cost and removal and furnishing quarters to be occupied by city offices		50,000 00	
11—BOARD OF ELECTION COMMISSIONERS			**$ 414,918 39**
Advertising—For judges and clerks of election, notices of registration and election, polling places, primary election calls, proposals, voting machines, etc.	$	5,120 00	
Ballots—For official and specimen, for candidates' and propositions		3,452 50	
Cartage and storage—For storage, delivery and collection of booths, ballot boxes, guard rails, voting machines, etc.		7,258 85	
Election, registration, revision and primary forms—For printed blanks, etc., for regular and primary elections, registration and revision, election, primary and voting machine laws, tally sheets, poll books and statements of votes, return blanks for regular and primary elections, stationery for regular and primary elections and for office, record books, binding, transfer slips for voters' names, instructions to voters, judges and clerks, etc.		15,652 60	
Judges and clerks of election—			
For April	$106,760 00		
For primary	20,375 00		
		$ 127,135 00	
Miscellaneous expenses—For repairing of election booths, guard rails, ballot boxes, etc., booth curtains and covers, map plates, destroying election returns, telephones, office furniture and repairs, for printing, skilled service, etc., incidental to voting machines		6,508 44	
Office salaries		98,900 00	
Polling places—			
For April	$19,980 00		
For primaries, spring	4,255 00		
		$ 24,235 00	
Postage—For use of clerks of election in mailing notices to show qualification, for notices to persons selected as judges and clerks, for instructions to judges and			

BOARD OF ELECTION COMMISSIONERS—Continued.

clerks regular and primary elections and registration, for postal cards for notices to judges and clerks of election, polling place proprietors, and for office use.	2,126 00	
Printing—For names of registered voters April election, for names of primary voters August 4, 1906, for names of persons deceased, convicted, pardoned, erased and restored, and for ward and district maps.....	10,330 00	
Contested elections—Account of recount of ballots for municipal court, congressional and senatorial offices....	8,000 00	
Offices—Account of removing to and arrangement of new offices	6,200 00	
For the purchase of voting machines.....	100,000 00	
12—CIVIL SERVICE COMMISSION.....		**$ 54,965 00**
Civil service commissioner	$ 3,000 00	
Civil service commissioner	3,000 00	
Civil service commissioner	3,000 00	
Chief examiner and secretary	3,000 00	
Examiner examination papers	1,200 00	
Examiner examination papers	1,000 00	
Examiner in charge of pay rolls.....	1,200 00	
Examiner pay rolls	1,000 00	
Examiner pay rolls	1,000 00	
Examiner official certifications	1,200 00	
Examiner labor certifications.....	1,200 00	
Examiner police and fire certifications.....	1,095 00	
Examiner civil list	1,095 00	
Physical examiner	1,800 00	
Information clerk	1,500 00	
Examiner assistant to secretary.....	1,095 00	
Examiner examinations	1,000 00	
Messenger	780 00	
Attorney for trials, investigations and miscellaneous...	1,500 00	
Stenographer for trials, investigations and miscellaneous.	1,500 00	
Investigators for trials, investigations and miscellaneous	6,000 00	
Special examiners	4,000 00	
One chief investigator	2,500 00	
One stenographer	900 00	
One examiner examination papers	1,000 00	
One examiner files, indexes and vault.....	900 00	
One examiner applications	1,200 00	

CIVIL SERVICE COMMISSION—Continued.

Overtime for regular employes	1,000 00	
Annual report	1,100 00	
Telephone and two extensions	200 00	
Postage, advertising, stationery, books, printing, repairs, etc.	5,000 00	
13—DEPARTMENT OF SUPPLIES		**$ 22,658 00**
Business agent	$ 4,000 00	
Invoice Clerk and bookkeeper	1,800 00	
Stenographer and assistant stockkeeper	1,800 00	
Stockkeeper	1,600 00	
Stationer	1,300 00	
Storehouse clerk	1,500 00	
Register clerk	1,199 00	
Salesman of old material	1,199 00	
Stenographer and clerk	1,000 00	
Stenographer and clerk	900 00	
Messenger	780 00	
Deliveryman	780 00	
Labor	900 00	
Office expenses, including stationery, supplies, telephone, rent of warehouse and garage, warehouse and garage equipment and expenses	10,000 00	
One clerk	1,000 00	
Stockkeeper's helper	900 00	
	$ 30,658 00	
Less amount payable from Water Fund	8,000 00	
	$ 22,658 00	
16—MISCELLANEOUS INTEREST		**$ 120,000 00**
For interest on temporary tax loans	$ 120,000 00	
17—MISCELLANEOUS		**$ 66,106 40**
For miscellaneous labor, material and supplies, rent of vault space, etc., including one adding machine for special assessment division; also typewriter and copying press and building additional boxes in Comptroller's vault to contain the vouchers of 1907 and changing the office in accordance with plans submitted by the Engineering Bureau	$ 2,900 00	
To cover cost of auditing and closing accounts for the		

MISCELLANEOUS—Continued.

year 1906	5,000 00
Art Commission of the City of Chicago	100 00
For telephones in the offices of the City Comptroller, City Treasurer and Auditor	780 00
For commission and exchange in paying city bonds and interest coupons in New York and interest coupons due prior to Jan. 1, 1899	1,500 00
For payment of claims on account of moneys deposited in the corporate fund from "unclaimed wages account," "suspense account," "special deposits account," "bicycle and vehicle tax account," and refunding duplicate payments and payments made in error	1,500 00
For miscellaneous items	10,000 00
Expense of converting tax sale certificates of 1904 into deeds as per contract of Harvey T. Weeks & Co.	9,000 00
Bill of McGuire & White Detective Agency	703 65
For one-half cost of furnishing and maintaining Juvenile Court Building	12,000 00
For item authorized by ordinance passed June 26, 1905, Sections 4 and 5, Council Proceedings, page 667, wherein the city agreed to pay the Chicago & North-Western Ry. Co. the sum of $12,500 out of the Permanent Improvement Bond Fund for building subway beneath their tracks. Reported on by Commissioner of Public Works and Supt. of Track Elevation	12,500 00
John A. McGarry & Co., refund	350 00
Chas. W. Fahlbush, refund	25 00
Estelle Dawson, claim	255 00
Geo. W. Jackson, services to Committee on City Hall	3,360 00
For purchase of taximeters	1,000 00
James M. Doyle, settlement of claim	62 50
Katie A. Gorry, Admx., Council order, Nov. 28, 1898	625 00
Juvenile Court Committee, for maintenance of Detention Home	2,000 00
Thos. J. O'Neill, Council order, Feb. 11, 1907	2,445 25

18—POLICE DEPARTMENT **$5,610,845 26**

One general superintendent	$ 6,000 00
One assistant general superintendent	4,000 00
One secretary of department	2,500 00
One private secretary to General Superintendent	2,500 00

POLICE DEPARTMENT—Continued.

One chief clerk of department	1,800 00
Six special investigators, at $1,000	6,000 00
One drill master	1,500 00
One clerk in Secretary's office	1,500 00
One stenographer and clerk at $1,200	1,200 00
Three stenographers and clerks at $900	2,700 00
Five inspectors, at $2,800	14,000 00
One captain (assigned to Detective Bureau)	2,500 00
Sixteen captains, at $2,250	36,000 00
One superintendent Bureau of Identification	2,250 00
Sixty-six lieutenants, at $1,800	118,800 00
Three hundred sixty-six sergeants, at $1,500	549,000 00
One sergeant (in charge of Bureau of Records)	1,700 00
Five vehicle inspectors, at $1,200	6,000 00
One feed inspector	1,200 00
One printer	1,500 00
One finger print operator	1,200 00
One chief matron	1,000 00
Forty matrons, at $799	31,960 00
2,078 patrolmen, 11 months at $1,200	2,285,800 00
551 patrolmen, 3 months at $900	123,975 00
551 patrolmen, 8 months at $1,000	367,333 33
407 patrolmen, 4 months at $720	97,680 00
407 patrolmen, 7 months at $900	213,675 00
315 patrolmen, 6 months at $720	113,400 00
315 patrolmen, 4 months at $900	94,500 00
500 patrolmen, 6 months at $720	180,000 00
500 patrolmen, 1 month at $900	37,500 00
126 patrolmen, 2 months at $720	15,120 00
For payment of salaries of patrolmen, beginning December 1, 1907, in accordance with the following schedule: for the first year, $900; for the second year, $1,200; for the third year, $1,300; for the fourth year, $1,300; for the fifth year and thereafter, $1,400,—in addition to the foregoing appropriations	338,417 00
One assistant printer and pressman, at $22.50 per week.	1,170 00
Two photographers, at $1,100	2,200 00
One custodian	1,800 00
Eight engineers for 12 months, 8 hours per day, at 37½ cents per hour	8,760 00

POLICE DEPARTMENT—Continued.

Thirty-six engineers, Oct. 1st to May 31st, 8 hours per day, at 37½ cents per hour	26,244 00
Fifty janitors, at $780	39,000 00
Twenty-two scrub women, at $540	11,880 00
One superintendent of construction	1,500 00
Two plumbers, at $4.50 per day	2,817 00
Four blacksmiths, at $5.00 per day	6,260 00
Nine painters, at $4.00 per day	11,268 00
Four wagon makers, at $4.50 per day	5,008 00
Six carpenters, at $4.40 per day	8,263 20
Two harness makers, at $4.50 per day	3,130 00
Seven station repairers, at $4.00 per day	7,011 20
Four blacksmith helpers, at $4.00 per day	5,008 00
Twelve laborers, at $840 per year	10,080 00
One plasterer, at $4.50 per day	1,408 50
One tinner, at $4.00 per day	1,252 00
One carriage blacksmith helper, at $4.00 per day	1,252 00
Three carriage painters, at $4.00 per day	3,756 00
One carriage trimmer, at $4.50 per day	1,408 50
One clerk at Repair Shops, at $1,000 per year	1,000 00
Two patrol drivers, at $1,100	2,200 00
One hundred thirteen patrol drivers or sub-patrol drivers, at $1,000	113,000 00
One superintendent of horses	2,400 00
Two assistant superintendents of horses, at $1,399	2,798 00
One barn foreman	1,200 00
Two barn foremen, at $1,000	2,000 00
Twenty-five hostlers, at $900	22,500 00
Three lieutenants of detectives, at $2,000	6,000 00
One chief clerk, Detective Bureau	1,800 00
One stenographer	1,200 00
One chief operator	1,800 00
One assistant chief operator	1,500 00
One hundred and forty-eight operators or sub-operators, at $1,000	148,000 00
Four pensioners, at $1,200	4,800 00
For repairs and renewals of wagons and harness, replacement and keep of live stock, identification, police telegraph expenses, rents, repairs and renewals of equipment, hospital and ambulance service, secret service, printing and stationery, light and heat, and other	

MUNICIPAL COURTS—Continued.

miscellaneous expenses		200,000 00	
For real estate and buildings for new police stations		250,000 00	
Bills of:			
Daniel Moriarty, Col. 7th Regt. I. N. G.	$ 110 00		
James W. Walker, M. D.	23 00		
Postal Telegraph Cable Co.	4 71		
Walton, James & Ford	688 90		
City Collector, for Water Works, shop and repair account	1,594 03		
Dart Manufacturing Co.	42 49		
Haggard & Marcusson Co.	12 60		
Provident Hospital	100 00		
Charles Grace	1 05		
Barnhardt Bros. & Spindler	6 33		
Lorrance Larsen	5 50		
Thomas A. Fitzgerald	37 95		
R. S. Henshaw	5 00		
Provident Hospital	100 00		
Hibbard, Spencer, Bartlett	86 84		
Knickerbocker Ice Co.	42 75		
John Foley	40 38		
		2,901 53	
Dog Pounds.			
For wages	$14,499 00		
Maintenance and supplies	1,000 00		
		15,499 00	
Municipal Lodging House.			
Repairs, renewals and operation	$1,372 00		
Wages	4,188 00		
		5,560 00	
MUNICIPAL COURTS			$ 807,687 30

Office of the Chief Justice and the Associate Judges.

One Chief Justice	$ 7,500 00
Twenty-seven Associate Judges, at $6,000	162,000 00
One Chief Clerk, assistant to Chief Justice	4,000 00
One attorney in office of Chief Justice	4,000 00
One attorney in office of Chief Justice	3,600 00
One stenographer to Chief Justice	1,320 00
One librarian	600 00
One assistant librarian	300 00

MUNICIPAL COURTS—Continued.

One stenographer for Associate Judges	1,200 00
One assistant clerk for Chief Justice	1,800 00
One Auditor (to make monthly audit as provided by law)	1,800 00

Clerk's Office.

One Clerk	$ 5,000 00
One attorney	3,000 00
One chief deputy clerk	2,500 00
Seven deputy clerks at $1,800	12,600 00
Fifteen deputy clerks at $1,500	22,500 00
Thirty-three deputy clerks (minute clerks) at $1,320	43,560 00
Thirty-six deputy clerks at $1,200	43,200 00
Six deputy clerks at $1,000	6,000 00
Four deputy clerks (stenographers) at $1,200	4,800 00
One deputy clerk	600 00
Three deputy clerks (docket and file) at $1,200	3,600 00
One chief file clerk	1,800 00
One transcript clerk	1,320 00
One watchman	900 00
Four deputy clerks (record writers) at $1,200	4,800 00
One deputy clerk (index)	1,200 00
One deputy clerk (index and minute)	1,200 00

Bailiff's Office.

One Bailiff	$ 5,000 00
One attorney	3,000 00
One chief deputy bailiff	4,000 00
Thirty-two deputy bailiffs at $1,500	48,000 00
Forty-five deputy bailiffs at $1,260	56,700 00
Twenty-one deputy bailiffs at $1,000	21,000 00
One deputy bailiff (assistant execution clerk)	1,260 00
Two deputy bailiffs at $1,260	2,520 00
One deputy bailiff (general clerk)	1,260 00
One deputy bailiff (docket, Second District)	1,260 00
One deputy bailiff (docket, Third District)	1,260 00
One court bailiff (Harrison street)	1,260 00
Four jury bailiffs at $1,260	5,040 00
One deputy bailiff (watchman)	900 00
Four deputy bailiffs (process servers) at $1,500	6,000 00

Miscellaneous.

Stationery for Chief Justice, Associate Judges, and Clerk's and Bailiff's offices	$ 25,000 00

MUNICIPAL COURTS—Continued.

Jurors' fees for one year		75,000 00	
Expenses of outside judges		5,000 00	
Contingent fund, to be paid out upon the order of the Chief Justice		30,000 00	
Preliminary work of setting the court in operation		30,000 00	
Rent of quarters for courts, Bailiff and Clerk		100,000 00	
Library		20,000 00	
Moving to Kesner building		1,000 00	
Moving to County building		1,000 00	
Furniture and Fixtures:			
Fifteen court rooms at $500 each	$7,500 00		
Clerk's and Bailiff's office	7,500 00	15,000 00	
Bill of Barnard & Miller		527 30	
20—HOUSE OF CORRECTION			**$ 275,252 31**

(Less amount of earnings of the Institution.)

For operation House of Correction and John Worthy School	$ 221,000 00	
Houses of Shelter	30,000 00	
Maintenance, repairs and alterations	10,000 00	
New construction	14,000 00	
Unpaid department bills	252 31	
23—FIRE DEPARTMENT		**$3,209,709 51**
One Marshal	$ 6,000 00	
One first assistant fire marshal	4,500 00	
One second assistant fire marshal	4,000 00	
One third assistant fire marshal	3,500 00	
One fourth assistant fire marshal	3,500 00	
One secretary	2,400 00	
One chief clerk and bookkeeper	2,200 00	
One assistant secretary	1,800 00	
One clerk and storekeeper	1,800 00	
One superintendent of horses	2,400 00	
Eighteen chiefs of battalion at $2,750	49,500 00	
One hundred and thirty-nine captains at $1,815	252,285 00	
One hundred and forty lieutenants at $1,529	214,060 00	
One hundred and fifteen engineers at $1,518	174,570 00	
One hundred and ten assistant engineers at $1,265	139,150 00	
Fifteen stokers at $1,265	18,975 00	
Seven hundred pipemen, truckmen and drivers, 1st class, at $1,247	872,900 00	

FIRE DEPARTMENT—Continued.

One hundred and fifty pipemen, truckmen and drivers, 2d class, at $1,155	173,250 00
Two hundred and thirty pipemen, truckmen and drivers, 3d class, at $1,056	242,880 00
Ten pilots at $1,430	14,300 00
Eight hostlers at $990	7,920 00
One veterinary surgeon	2,500 00
One fire warden	1,380 00
	$2,195,770 00

FIRE ALARM TELEGRAPH.

MAIN OFFICE.

One chief operator	$ 2,500 00	
One superintendent of construction	2,500 00	
Three operators at $2,000	6,000 00	
Three assistant operators at $1,700	5,100 00	
One assistant operator	1,320 00	
One repairer	1,200 00	
One chief electrical repair shop	2,500 00	
One machinist at $4.50 per day	1,404 00	

BRANCH OFFICE.

Three operators at $2,000	$ 6,000 00	
Three assistant operators at $1,700	5,100 00	
		$ 33,624 00

REPAIR SHOP.

One superintendent of machinery	$ 1,800 00
One machinist and foreman	1,500 00
Seven machinists at $4.50 per day, 313 days	9,859 50
One mechanical engineer, at $91.25 per month	1,095 00
One assistant engineer, at $75 per month	900 00
One driver, at $1,247 per annum	1,247 00
Four blacksmiths, at $5.00 per day, 313 days	6,260 00
Four blacksmiths' helpers at $4.00 per day, 313 days	5,008 00
Three wagon blacksmith's finishers at $4.00 per day, 313 days	3,756 00
One boilermaker at $4.50 per day, 313 days	1,408 50
One boilermaker's helper at $3.20 per day, 313 days	1,001 60

FIRE DEPARTMENT—Continued.

One brass finisher at $4.00 per day, 313 days..	1,252 00	
Two molders at $4.50 per day, 313 days.....	2,817 00	
Three painters at $5.00 per day, 313 days.....	4,695 00	
Two steam fitters at $4.62½ per day, 313 days.	2,895 25	
One steam fitter's helper at $3.50 per day, 313 days	1,095 50	
Three fitters at $4.00 per day, 313 days.....	3,756 00	
Four woodworkers at $4.50 per day, 313 days..	5,008 00	
One plumber at $1,500 per annum.....	1,500 00	
One plumber at $4.50 per day, 313 days.....	1,408 50	
Two harnessmakers at $4.50 per day, 313 days	2,817 00	
Two wheelwrights at $4.50 per day, 313 days...	2,817 00	
One carpenter and calker at $4.00 per day, 313 days	1,252 00	
One pattern maker at $5.40 per day, 313 days..	1,690 20	
One helper at $2.25 per day, 365 days.....	821 25	
One laborer at $2.25 per day, 313 days.....	704 25	
One clerk	900 00	
Material, repair shop	30,000 00	
		99,264 55

REPAIRS OF BUILDINGS AND FIRE BOATS.

For repairs, alterations, painting and calcimining department buildings and fire boats		50,000 00

MISCELLANEOUS SUPPLIES.

Fuel, light and heat	$52,037 76	
Fuel, for engines	35,000 00	
Furniture and bedding	18,600 00	
Harness	16,000 00	
New horses	52,500 00	
Horse feed and shoeing	96,384 12	
Hose and couplings	48,900 00	
Oil, lubricating	4,000 00	
Chemicals	2,075 00	
Stationery and printing	8,000 00	
Miscellaneous	15,000 00	
		348,496 88
Contingent Fund		1,200 00
For front pieces		1,200 00

RENT.

Quarters Engine Co. No. 37 "Fire Boat Illinois" $1,200 00

FIRE DEPARTMENT—Continued.

Quarters Engine Co. No. 32 and H. & L. Co. No. 9	3,480 00	
Taxes for quarters Engine Co. No. 32 and H. & L. Co. No. 9	3,500 00	
Quarters Engine Co. No. 10 and H. & L. Co. No. 1	1,456 08	
Quarters Engine No. No. 84	780 00	
Quarters Engine Co. No. 71 "Fire boat"	360 00	
Quarters Engine Co. No. 53	1 00	
Quarters Engine Co. No. 59	1 00	
Quarters Volunteer Company, Norwood Park	120 00	
Quarters Volunteer Company, Riverdale	240 00	
Quarters Volunteer Company, Clarkdale	120 00	
Quarters Engine Co. No. 90	480 00	
Lot, Engine Co. No. 82	60 00	
		11,798 08

NEW BUILDINGS, REAL ESTATE, APPARATUS AND EQUIPMENT OF COMPANIES, ETC.

For purchase of site for engine house in the vicinity of 100th street and Avenue M	$ 2,000 00	
For equipment of extra engine company in the quarters of Engine Company No. 46, to take the place of Engine Company No. 87, to be removed to the vicinity of Exchange avenue and 87th street.		
Lot	$ 3,000 00	
Two-story brick building	20,000 00	
Steam fire engine and heater	6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 3 months	3,000 00	
		$ 35,100 00
For two new steel fire boats at $100,000	$200,000 00	
To be expended in 1907		55,000 00
For five new steam fire engines to take the place of engines worn out in the service, at $6,000 each		30,000 00
For 25 hose wagons at $500 each		12,500 00
For 4 new straight frame city service hook and ladder trucks at $5,000 each		20,000 00

FIRE DEPARTMENT—Continued.

For 5 new supply wagons at $500 each		2,500 00
For one Fox lathe for repair shop		1,000 00
For equipment of engine company in the vicinity of Halsted and 119th streets—		
Lot	$ 4,000 00	
Two-story brick house	18,000 00	
Steam fire engine and heater	6,000 00	
Hose wagon	500 00	
Four horses and harness	1,000 00	
Hose	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 3 months	3,000 00	
		$ 35,100 00
For 2-story brick building at 45th street and Marshfield avenue		20,000 00
For equipment of engine and hook and ladder companies at West 24th and Whipple streets, in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Truck equipped	5,000 00	
Hose	1,000 00	
Seven horses and harness	2,000 00	
Furniture and bedding	2,000 00	
Fuel, light, horse feed and shoeing	1,200 00	
Salaries, 24 men, 9 months	20,000 00	
		$ 37,700 00
For equipment of engine company at Byron street and Hermitage avenue in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00
For two story brick house at 53d and Wood streets		20,000 00

FIRE DEPARTMENT—Continued.

For equipment of Engine Company at Nos. 1031-33 West Fullerton avenue, in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		19,100 00
For a hook and ladder company equipped in the vicinity of Potomac avenue and Rockwell street—Lot		3,000 00
For a hook and ladder company equipped in the vicinity of Centre avenue and 57th street—Lot		3,500 00
For a hook and ladder company equipped in the vicinity of Lexington avenue and 74th street—		
Lot	$ 4,000 00	
Two-story brick house	18,000 00	
Truck equipped	5,000 00	
Two horses and harness	500 00	
Furniture and bedding	1,000 00	
		28,500 00
For two-story brick house at Nos. 5721-23 South Halsted for Engine Co. No. 84, now occupying leased quarters		18,544 00
For equipment of engine company at 52d and West Chicago avenue, in quarters now ready for occupancy—		
Two-story brick house	$22,000 00	
Steam fire engine and heater	6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
		31,500 00
For equipment of engine company at Lexington street and South 47th avenue, in quarters now ready for occupancy—		
Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	

FIRE DEPARTMENT—Continued.

Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00

For equipment of engine company at North Washtenaw and Wabansia avenues, in quarters ready for occupancy—

Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00

For new equipment for Hook and Ladder Company No. 22 to be removed from Nos. 130-2 West Foster avenue to new quarters at Winnemac and Hermitage avenues, now ready for occupancy—

Truck equipped	$ 5,000 00	
Two horses and harness	500 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 4 additional men	3,000 00	
		$ 10,100 00

For equipment of engine company in quarters now occupied by Hook and Ladder Company No. 22, at Nos. 130-2 West Foster avenue, present company to be removed to Winnemac and Hermitage avenues—

Steam fire engine and heater	$ 6,000 00	
Hose wagon	500 00	
Hose	1,000 00	
Four horses and harness	1,000 00	
Furniture and bedding	1,000 00	
Fuel, light, horse feed and shoeing	600 00	
Salaries, 10 men, 9 months	9,000 00	
		$ 19,100 00

FIRE DEPARTMENT—Continued.

For one planer and joiner for repair shop	$ 150 00		
For one steam hammer for repair shop	1,250 00		
For one drill press for repair shop	300 00		
For one tire machine for repair shop	500 00		
One automobile	2,500 00		
For 4 new buggies to replace those worn out in service, at $400 each	1,600 00		
		$ 6,300 00	
Bill of John Peterson & Co., Council order Jan. 28, 1907		512 00	
24—DEPARTMENT OF BUILDINGS			**$ 126,223 43**
Commissioner		$ 5,000 00	
Deputy Commissioner		3,600 00	
Secretary		2,099 00	
Assistant Deputy Commissioner		2,500 00	
Architectural Engineer		2,400 00	
Four chief building inspectors at $1,800		7,200 00	
One building inspector at $1,399, 4 months		466 33	
One chief elevator inspector		1,599 00	
One examiner of plans		1,500 00	
One chief permit clerk		1,399 00	
One chief elevator clerk		1,399 00	
One clerk		1,399 00	
Eight clerks at $1,199		9,592 00	
One stenographer and clerk		1,199 00	
One messenger		780 00	
Thirty-nine building inspectors at $1,399		54,561 00	
One structural iron inspector		1,399 00	
Five fire escape inspectors at $1,399		6,995 00	
Ten elevator inspectors at $1,399		13,990 00	
Stationery, postage, office furniture, etc		5,000 00	
Street car transportation		2,000 00	
Bills of:			
C. H. Hanson	$28 00		
Luess Ornamental Glass Co	9 00		
Karl L. Lehmann	25 00		
Chas. C. Anderson	45 00		
Wm. Schumacher, refund permit 8849	1 00		
Jacob Aaron, refund permit 2123	5 10		
Jacob Aaron, refund permit 9459	4 00		
Jacob Aaron, refund permit 3202	2 00		
J. Richman, refund permit 8047	2 00		
American Wrecking Co	25 00		

32—HEALTH DEPARTMENT ..... $ 848,965 95

OFFICE OF THE COMMISSIONER.

Commissioner	$6,000 00	
Assistant Commissioner	4,000 00	
One secretary	3,000 00	
One assistant secretary (in charge of baths)	2,000 00	
One stenographer and accountant	1,200 00	
One clerk	900 00	
Three stenographers and clerks at $900	2,700 00	
Messenger	800 00	
Superintendent night scavenger service	1,199 00	
		$ 21,799 00

DIVISION OF CONTAGIOUS DISEASES.

Chief medical inspector	$ 3,600 00	
Assistant chief medical inspector	2,400 00	
Medical inspector for hospital	2,000 00	
One medical inspector	1,500 00	
Nine medical inspectors at $999	8,991 00	
Two antitoxin administrators at $1,000	2,000 00	
One medical inspector for municipal lodging house	900 00	
One hundred school medical inspectors for 9 months	45,000 00	
One record clerk	900 00	
Two clerks at $900	1,800 00	
Chief of disinfectors	1,800 00	
Nineteen disinfectors at $1,199	22,781 00	
One disinfector and tester of disinfectants	1,200 00	
Medical inspection (Council order of Feb. 4, 1907)	49,500 00	
One chauffeur	1,000 00	
		$ 145,372 00

BUREAU OF VITAL STATISTICS.

Registrar of vital statistics	$ 2,500 00	
Assistant to registrar and disinfector	2,000 00	
Recorder of deaths	2,000 00	
Two assistant recorders of deaths at $1,000	2,000 00	
Clerk record of births	1,200 00	
Clerk record of births	1,000 00	

HEALTH DEPARTMENT—Continued.

Burial permit clerk	1,200 00	
Stenographer and clerk	900 00	
Holerith machine operator and clerk	900 00	
General clerk	900 00	
Four funeral inspectors and disinfectors at $1,200	4,800 00	
		$ 19,400 00

ISOLATION HOSPITAL.

Superintendent	$ 1,000 00	
Eight nurses	6,400 00	
Four helpers	1,440 00	
Laborer	900 00	
Engineer	1,500 00	
Two assistant engineers at $1,200	2,400 00	
Two firemen	1,800 00	
One fireman for eight months	600 00	
Resident physician	1,800 00	
Three helpers for six months	540 00	
One chemist for six months	450 00	
		$ 18,830 00

AMBULANCE SERVICE.

Foreman	$ 1,200 00	
Eight drivers contagious disease at $1,000	8,000 00	
One barnman	900 00	
Sixteen ambulance doctors at $1,200	19,200 00	
Thirty-two horses	7,000 00	
Eight ambulances at $850	6,800 00	
Sixteen sets of harness at $80	1,280 00	
Drugs, bandages, etc	840 00	
		$ 45,220 00

PUBLIC BATHS.

Ten superintendents at $1,200	$12,000 00	
Three superintendents for six months	1,800 00	
Ten assistants and fireman at $900	9,000 00	
Three assistants and fireman for six months	1,350 00	
Twenty helpers at $660	13,200 00	
Six helpers for six months	1,620 00	
One attendant 14th Street Pumping Station	900 00	
One attendant 22d Street Pumping Station	900 00	
		40,770 00

HEALTH DEPARTMENT—Continued.

ICE, MILK, MEAT AND FOOD INSPECTION.

Six ice inspectors at $999	$ 5,994 00	
Ten milk inspectors at $1,100	11,000 00	
Two milk testers at $999	1,998 00	
Ten dairy inspectors at $1,000	10,000 00	
Disinfector in charge of dairy inspection	1,500 00	
Nineteen meat and food inspectors at $1,000	19,000 00	
Five restaurant inspectors at $1,200	6,000 00	
One fish inspector	2,000 00	
One meat inspector	2,000 00	
		$ 59,492 00

BUREAU OF SANITARY INSPECTION.

Chief sanitary inspector	$ 2,500 00	
Assistant chief sanitary inspector	1,800 00	
One inspector of plans	1,000 00	
One inspection fee clerk	900 00	
One clerk record of plans	900 00	
One division clerk	1,500 00	
Five general clerks at $900	4,500 00	
One stenographer and clerk	999 00	
Four rendering plant inspectors at $1,200	4,800 00	
Twenty-five plumbing inspectors at $1,404	35,100 00	
Fourteen tenement inspectors at $1,200	16,800 00	
		$ 70,799 00

BOARD OF PLUMBER'S EXAMINERS.

Two examiners	$3,000 00	
One secretary	1,500 00	
		4,500 00

LABORATORY.

Superintendent and bacteriologist	$ 2,500 00	
One assistant bacteriologist	2,000 00	
One assistant bacteriologist	1,600 00	
Four chemists at $1,500	6,000 00	
Four chemists at $1,200	4,800 00	
Chief clerk	1,500 00	
Three clerks at $900	2,700 00	
Three stenographers and clerks at $900	2,700 00	
Messenger	720 00	
Chemist helper	1,000 00	

HEALTH DEPARTMENT—Continued.

Laborer	780 00	
Driver and laborer	780 00	
		27,080 00

MISCELLANEOUS FUNDS.

Vaccination material and service, diphtheria antitoxin and material for disinfection, Isolation Hospital, other supplies, Isolation Hospital repairs, ambulance service, repairs and renewals, live stock, replacement and keep, public baths, repairs and renewals, public baths, other supplies, drugs and appliances, stationery and printing, postage, telephone and other supplies, repairs and renewals, supplies for laboratory, repairs and renewals laboratory		100,000 00
Rent of laboratory	$ 4,500 00	
Rent of night soil plant	1,500 00	
Power and steam for laboratory	540 00	
Street car and railroad transportation	6,000 00	
Steel vault fixtures	2,400 00	
		14,940 00
Construction, operation and maintenance of night soil plants—		
Horses, wagons and equipment	$25,000 00	
Feed and shoeing	14,000 00	
Erection of three barns	15,000 00	
Drivers and helpers	36,000 00	
Operation	2,880 00	
Construction of night soil reduction plant	6,000 00	
		98,880 00
Purchase of site and erection of bath house in district bounded by 18th and 22d streets and Lincoln street and Hoyne avenue		15,000 00
To complete public bath in Thirtieth Ward (Council order, January 7, 1907)		5,869 00
To complete public bath in Tenth Ward (Council order January 7, 1907)		8,970 00
To complete Grand avenue bath		1,778 00
For addition to Wm. Mavor bath		5,000 00
For rent and maintenance of bath in Second Ward		2,000 00
For the purchase of site and erection of a contagious diseases hospital		100,000 00

HEALTH DEPARTMENT—Continued.

Wall around the grounds of the smallpox hospital	18,000 00	
For the purchase of a site and the erection of a free public bath in the 24th Ward	25,000 00	
Departmental bills	75 25	
Claim of Augusta H. Pio for wages	191 70	
26—CITY PHYSICIAN		$ 5,000 00
City physician	$ 3,000 00	
Assistant city physician	2,000 00	
27—DEPARTMENT OF TRACK ELEVATION		$ 6,800 00
Track elevation expert	$ 5,000 00	
Secretary and stenographer	1,200 00	
Miscellaneous	600 00	

28—DEPARTMENT OF INSPECTION.

DEPARTMENT OF INSPECTION OF STEAM BOILERS AND STEAM PLANTS		$ 57,699 00
Chief inspector of steam boilers and steam plants	$ 3,600 00	
Supervising mechanical engineer and chief deputy inspector	3,000 00	
Chief smoke inspector	2,400 00	
One chief clerk	1,500 00	
One assistant chief clerk	1,200 00	
One clerk	1,199 00	
One clerk	1,000 00	
One clerk	900 00	
One clerk	900 00	
One stenographer and clerk	1,000 00	
One deputy boiler inspector	1,800 00	
Eight boiler inspectors ($1,300 each)	10,400 00	
Ten inspectors' helpers at $75 per month	9,000 00	
Eight smoke inspectors ($1,200 each)	9,600 00	
Extra salary for boiler inspectors and helpers for Sunday inspections	1,200 00	
Boarding horses	2,160 00	
Wagons and repairs on same	600 00	
Harness and repairs on same	125 00	
Horse shoeing	450 00	

DEPARTMENT OF INSPECTION—Continued.

Pumps, repairs on same and replacing worn out parts	100 00	
Hose and clamps	30 00	
Steam gauges and repairs on same	50 00	
Wrenches, torches and other tools	50 00	
Postage	1,500 00	
Telephones	330 00	
Towel supply	12 00	
Stationery and printing	1,500 00	
Replacing horses	500 00	
Miscellaneous	593 00	
Transportation	1,000 00	
29—CITY SEALER'S OFFICE		**$ 24,255 00**
One city sealer	$ 3,000 00	
One chief deputy	2,000 00	
Six deputy sealers at $1,200	7,200 00	
Seven deputy sealers at $1,100	7,700 00	
One horse	200 00	
Five horses' board	1,200 00	
Five horses' shoeing	300 00	
Repairs wagons, harness, weights, scales, etc	300 00	
Stationery, postage and office supplies	300 00	
Office testing scale	100 00	
Street and R. R. transportation	750 00	
Telephones	165 00	
Steel stamps and labels	40 00	
Miscellaneous fund, for witness fees, evidence, etc	1,000 00	
BOARD OF EXAMINING ENGINEERS		**$ 11,800 00**

SALARIES.

One president	$ 2,000 00	
One vice-president	2,000 00	
One secretary	2,000 00	
One chief clerk and inspector	1,300 00	
Three inspectors	3,600 00	
Other expense, telephone rental, engineers' license books, water tenders' license books, postage stamps, postal cards, employes' street car books, receipt books, office stationery, towel supply and incidental expense	900 00	

30—HOSPITALS		$ 15,000 00
Chicago City Infants' Hospital	$ 12,000 00	
For supplies and maintenance in the reception and care of abandoned and destitute children, not including salaries.		
Home for destitute crippled children	3,000 00	

DEPARTMENT OF PUBLIC WORKS.

COMMISSIONER OF PUBLIC WORKS.

COMMISSIONER'S OFFICE.

Commissioner	$ 10,000 00	
Deputy commissioner	3,600 00	
Chief accountant	2,250 00	
Private secretary	2,100 00	
Contract clerk	2,000 00	
Bookkeeper	1,500 00	
Voucher and pay roll clerk	1,500 00	
Clerk	1,200 00	
Auditing clerk	1,200 00	
Clerk	1,200 00	
Messenger	780 00	
Extra work for regular employes	500 00	
Printing annual report, stationery, expense, etc	4,500 00	
Bills (Departmental)	10 80	
	$ 32,340 80	
Less amount payable from Water Fund	29,106 00	
		$ 3,234 80

BUREAU OF STREETS.

OFFICE EXPENSES.

Superintendent of streets (including transportation)	$ 5,000 00	
Assistant superintendent of streets (including transportation)	3,000 00	
Assistant superintendent of streets in charge of street and alley cleaning (including transportation)	3,840 00	

BUREAU OF STREETS—Continued.

Clerk for street and alley cleaning	1,600 00	
Clerk and general timekeeper	1,800 00	
Complaint clerk	1,150 00	
Index clerk	1,080 00	
Bill clerk	1,200 00	
House moving inspector (with transportation)	1,500 00	
Stenographer and clerk	1,200 00	
Messenger street department	600 00	
Seven (7) inspectors street openings and obstructions at $999 each	6,993 00	
Office expenses, stationery, postage, printing, etc.	1,500 00	
Thirty-six (36) ward superintendents at $2,200 each (including transportation)	79,200 00	
Rental of ward yards	8,000 00	
		$ 117,663 00

SPECIAL APPROPRIATIONS.

One general corporation inspector in charge at $2,000 per annum, and eleven (11) general corporation inspectors at the rate of $1,800 per annum, together with six (6) extra inspectors, also sub-corporation inspectors at $4.00 per day, the expenditures under this item not to exceed the receipts	35,000 00
For restoration of streets where excavations have been made by plumbers, sewer builders, etc.	75,000 00
For engineer steam roller	900 00
For watchman steam roller	730 00
For repairing right-of-way where obligations are on traction and railroad companies	10,000 00
For snow dump repairs, to be expended as ordered by the Commissioner of Public Works	5,000 00
For removal of snow, 1st Ward	50,000 00
For the maintenance and construction of dumps. This item includes the salary of general foreman of dumps at $2,200 per annum (including transportation) and five dump foremen at $90 per month	50,000 00
For amount to the Citizens' Clean Street Association for cleaning streets in loop district	36,000 00
For repairs of asphalt streets outside of contract reservations	100,000 00

BUREAU OF STREETS—Continued.

For repairs of macadam streets outside of contract reservations, the necessary stone to be purchased from the House of Correction; provided, that it may be purchased elsewhere if it can be secured at a lower price than is offered by said House of Correction	35,000 00
Curbing Grand avenue at intersection of Western avenue and building roadway	1,200 00
For repairing and ditching Lincoln avenue from Balmoral to city limits	812 50
For repairing and ditching Grand avenue from 51st avenue to city limits	650 00
For improving and maintaining Hegewisch road	2,500 00
For ditching in 33rd Ward	1,500 00
For repairing and ditching Norwood Park avenue from Milwaukee avenue to the city limits (27th Ward)	650 00
For ditching in 26th Ward	1,500 00
For ditching in 32nd Ward	1,500 00
For repairing and ditching in 29th Ward	2,500 00
For ditching in 31st Ward	4,000 00
For ditching in 5th Ward	2,500 00
For ditching in 34th Ward	1,500 00
For ditching in 35th Ward	3,000 00
For repairs to steam rollers	1,000 00
For cleaning right-of-way of street car companies throughout the city, to be reimbursed by the different street railway companies	75,000 00
For repair of streets under reserve, where contractors refuse or neglect to make repairs after due notice, the amount expended to be recovered from contractors or their bondsmen	10,000 00
For repairing west approach to Harrison street viaduct near Canal street (to be recovered from railroads operating at that point)	29,000 00
For the construction of highways and roadways connecting with cemeteries and outlying towns	100,000 00
For the repairs of subways and streets thereunder, when railroad companies refuse or neglect to do such work after due notice has been served	50,000 00
Grading one-half of Howard avenue, Twenty-sixth Ward	350 00
Protection of street ends and repairs to Chase avenue at Lake Michigan	900 00
One chauffeur	1,000 00

BUREAU OF STREETS—Continued.

BUREAU OF COMPENSATION.

For one chief clerk	2,000 00	
For one clerk	900 00	
For one stenographer	1,000 00	
Office supplies, maps and re-writing assessed valuation records	2,000 00	
		$ 5,900 00

For removal and disposal of garbage, street and alley cleaning, repairing improved and unimproved streets and sidewalk repairs, salaries of yardmen to be $75 per month, and wages of laborers to be $2.00 per day—

Ward 1	$ 154,000 00
Ward 2	50,000 00
Ward 3	50,000 00
Ward 4	35,000 00
Ward 5	35,000 00
Ward 6	60,000 00
Ward 7	60,000 00
Ward 8	35,000 00
Ward 9	35,000 00
Ward 10	35,000 00
Ward 11	35,000 00
Ward 12	35,000 00
Ward 13	45,000 00
Ward 14	40,000 00
Ward 15	40,000 00
Ward 16	40,000 00
Ward 17	45,000 00
Ward 18	60,000 00
Ward 19	50,000 00
Ward 20	50,000 00
Ward 21	60,000 00
Ward 22	50,000 00
Ward 23	40,000 00
Ward 24	35,000 00
Ward 25	60,000 00
Ward 26	50,000 00
Ward 27	50,000 00
Ward 28	40,000 00
Ward 29	40,000 00

BUREAU OF STREETS—Continued.

Ward 30	40,000 00	
Ward 31	40,000 00	
Ward 32	40,000 00	
Ward 33	40,000 00	
Ward 34	35,000 00	
Ward 35	35,000 00	
		$1,644,000 00
For the purchase of land and construction of buildings, for the purchase of horses, wagons, scows, tugs and all necessary machinery and equipment therefor for removal of garbage	$ 402,867 50	
For salaries, labor, horse keep for six months	245,733 70	
		$ 648,601 20
For reduction of garbage as per contract	$ 47,500 00	
For work on approaches to the Ashland avenue bridge	7,000 00	
Bills of:		
Jos. Hanreddy	203 50	
Jos Hanreddy	305 50	
Jos. Hanreddy	152 00	
The Emporium	50 00	
Ford Johnson Co	6 50	
Departments	2,550 77	
T. J. Powers	30 00	
Thos. L. Dooley	28,439 32	
For repairing curbs, gutters, etc., all over the city	15,000 00	
For repairing cross walks in down town districts	15,000 00	
For repaving, repairing and renewing walks, and placing retaining wall on west approach to North avenue bridge	4,600 00	
For engineer street department	1,800 00	
For rodman street department	1,000 00	
For thirty-three sprinklers at $325 each	10,725 00	
For purchase of asphalt plant	50,000 00	
For filling in box drain in 71st street, from Jackson Park avenue to Lake Michigan	1,500 00	
Repairing west approach to Taylor street bridge (to be refunded by railroad companies)	3,300 00	
Repairing approaches to 18th street bridge (to be refunded by railroad companies)	12,000 00	
Repairing north approach of Loomis street bridge	10,500 00	

(Total for Bureau of Streets, $3,316,519.25.)

BUREAU OF SEWERS.

OFFICE.

One Superintendent (including transportation)	$ 4,000 00	
One assistant engineer, street, grades and benches	2,000 00	
One rodman	1,080 00	
One stenographer and clerk	1,000 00	
One clerk, payroll and voucher	1,500 00	
One clerk, complaint	1,500 00	
One draftsman	1,080 00	
One chief mechanical engineer	1,599 00	
Office expenses, stationery, etc	750 00	
Street car and railway transportation	1,700 00	
		$ 16,209 00

HOUSE DRAIN DIVISION.

One chief house drain inspector	$ 1,800 00	
One clerk, location	1,400 00	
One clerk, permit	1,000 00	
One clerk, records	1,200 00	
One draftsman	1,199 00	
Two junction setters (including transportation)	3,400 00	
Thirty (30) house drain inspectors at $1,199	35,970 00	
Mason inspection	1,840 00	
Office expenses, maps, atlases, etc	800'00	
		$ 48,609 00

SEWERAGE PUMPING STATIONS.

KENSINGTON PUMPING STATION.

One engineer	$ 1,399 00	
Two assistant engineers at $1,212	2,424 00	
Three firemen at $1,080	3,240 00	
Coal—600 tons	1,458 36	
Supplies	500 00	
Repairs and renewals	1,000 00	
Repairs on building	500 00	
		$ 10,521 36

PULLMAN PUMPING STATION.

One engineer	$ 1,399 00
Two assistant engineers at $1,212	2,424 00

BUREAU OF SEWERS—Continued.

Three firemen at $1,080	3,240 00	
Coal—1,300 tons	2,416 00	
Supplies	600 00	
Repairs and renewals	1,800 00	
Bill of Commonwealth Electric Co	162 50	
		$ 12,041 50

69TH STREET PUMPING STATION.

Three assistant engineers at $1,212	$ 3,636 00	
Coal and supplies	300 00	
Repairs and renewals	400 00	
		$ 4,336 00

ROGERS PARK SEWER SYSTEM.

Operating air compressor and flushing sewers, present plan, including supplies and repairs		$ 4,000 00

JACKSON PARK AVENUE PUMPING STATION.

One chief engineer	$ 1,599 00	
Three assistant engineers at $1,212	3,636 00	
Three firemen at $1,080	3,240 00	
Three oilers at $1,080	3,240 00	
One laborer at $70 per month	840 00	
Coal—2,900 tons	7,000 00	
Supplies, oils, grease, gas, compound, tools, packing etc.	2,500 00	
Repairs and renewals, etc	2,000 00	
Gas fixtures and electric wiring, etc	1,200 00	
One electric generator and engine	800 00	
		$ 26,055 00

CLEANING AND REPAIRING SEWERS.

One foreman Dist. No. 1. Old City and part of Austin	$ 1,800 00
One foreman Dist. No. 2. Town of Lake	1,680 00
One foreman Dist. No. 3. Town of Hyde Park	1,680 00
One foreman Dist. No. 4. Lake View, part of Austin and Jefferson	1,680 00
One foreman bricklayers, repairing sewers, catch basins, etc	2,200 00

BUREAU OF SEWERS—Continued.

One foreman carpenter	1,600 00	
One assistant foreman in charge Chicago avenue yard	1,800 00	
One assistant foreman, repairing sewers	1,800 00	
		$ 14,240 00

CLEANING SEWERS, REPAIRING SEWERS, RESTORATION OF STREETS.

Dist. No. 1—Old City and part of Austin; Dist. No. 2—Town of Lake; Dist. No. 3—Hyde Park; Dist. No. 4—Lake View part of Austin and Jefferson	$200,000 00	
For repairing sewers, catchbasins, manholes and covers, also restoration of streets	100,000 00	
Building new catch-basins	5,000 00	
Building new bench-monuments	800 00	
For miscellaneous work by deposit, and for other departments, account to balance from collections	5,000 00	
Engineer and rodman assisting street grades and benches	2,880 00	
Dredging Slip "A"	2,500 00	
Canal place—Repairing sewer	10,000 00	
		$ 326,180 00
For temporary pumping of water during the construction of the 95th street sewer system		25,000 00
Departmental bills	$ 15 20	
Bill of John Borg, constructing drain	35 50	
Bill of M. J. Olsen, constructing drain	25 60	
Payment of unadjusted claims	5,657 60	
For settlement of claim of Ricard O'Sullivan Burke for wages	376 85	
		$ 6,110 75

(Total for Bureau of Sewers, $493,302.61.)

BUREAU OF ENGINEERING.

GENERAL OFFICE.

One assistant bookkeeper and clerk	$ 1,200 00
One stenographer	1,000 00
One messenger	600 00

BUREAU OF ENGINEERING—Continued.

Office stationery and supplies	1,250 00	
Telephone service	554 00	
		$ 4,604 00

BRIDGE AND VIADUCT REPAIRS AND MAINTENANCE.

Subdivided as follows:		
Operation, full	$ 8,000 00	
Operation, supplies, etc.	25,000 00	
Material	62,900 00	
One superintendent	2,616 00	
One shopkeeper	1,380 00	
One clerk	1,800 00	
One foreman structural iron worker	1,878 00	
One foreman carpenter	1,878 00	
One foreman machinist	1,878 00	
One foreman electric railway mechanic	1,878 00	
One foreman painter	1,565 00	
One marine pilot	1,020 00	
One marine engineer	1,200 00	
One rodman—in charge repairs	2,100 00	
Labor—carpenters, structural iron workers, electric railway mechanics, machinists, painters, stone cutters, watchmen, laborers, riggers, teams	135,111 00	
Railroad Co.'s repairing account, to be refunded	30,000 00	
Damaged bridges to be reimbursed	15,000 00	
Inspection and engineering to be refunded by corporations (expenditures not to exceed the amount of receipts)	6,000 00	
For cost of engineering and supervision and inspection of tunnel-lowering	3,000 00	
Bills of:		
Keith Lumber Co	2,752 53	
Omaha Packing Co	10 00	
		$ 306,966 53

BRIDGE CONSTRUCTION.

Amount required for bridges as follows:		
North avenue bridge	$ 20,000 00	
North Halsted street (Canal) $275,000, estimated cost, (to be expended in 1907)	150,000 00	
Polk street, $200,000, estimated cost (to be expended in		

BUREAU OF ENGINEERING—Continued.

1907)	100,000 00	
Erie street, $250,000, estimated cost (to be expended in 1907)	100,000 00	
Indiana street	2,000 00	
Chicago avenue	2,000 00	
Kinzie street, $200,000, estimated cost (to be expended in 1907)	100,000 00	
Franklin-Orleans street, $350,000, estimated cost, (to be expended in 1907)	150,000 00	
Blackhawk street, $250,000, estimated cost (to be expended in 1907)	80,000 00	
Ashland avenue (South Fork)	100,000 00	
Washington street, $350,000, estimated cost (to be expended in 1907)	150,000 00	
Thirty-fifth street plans	1,000 00	
California avenue	100,000 00	
Kedzie avenue (Illinois and Michigan Canal)	20,000 00	
Kedzie avenue, South Branch reinforcement	7,000 00	
South Western avenue (Illinois and Michigan Canal)	6,500 00	
One Hundredth street (Calumet River) for ferry	2,000 00	
To cover cost of construction of new culvert and suitable bridge and approaches over the Illinois and Michigan Canal at Ashland avenue, as per Council order of January 2, 1907	75,000 00	
Gates and signal lights for movable bridges	10,000 00	
Removing old bridge from 22d street to South Western avenue and new substructure	10,500 00	
Rent of ground at west end of 22d street bridge	850 00	
Rent of ground at Archer avenue bridge	850 00	
For connecting new bridge at Dearborn street to new proposed Dearborn avenue viaduct	2,000 00	
		$1,189,700 00
For the cost of acquiring real estate to provide approaches to a new bridge across the Chicago River east of Michigan avenue		400,000 00
For cost of connecting South Side and West Side park systems, between Douglas Park and McKinley Park.		100,000 00

The following employes and any additional help needed to make designs, supervise and inspect construction, to be paid out of the above amounts appropriated for construction of new bridges:

One structural iron designer in charge	$ 4,000 00	

BUREAU OF ENGINEERING—Continued.

One structural iron designer	3,000 00	
One civil engineer	2,100 00	
One civil engineer	1,800 00	
One civil engineer	1,400 00	
One machine designer	1,800 00	
Three structural iron designers at $1,788 each	5,364 00	
Two structural iron designers at $1,500 each	3,000 00	
One structural iron designer at $1,200	1,200 00	
Two draftsmen at $1,500 each	3,000 00	
One engineering draftsman	1,400 00	
One rodman	1,500 00	
One rodman	1,188 00	
Two rodmen at $1,000 each	2,000 00	
One chainman	900 00	
One mason inspector	1,560 00	
One structural iron inspector	1,560 00	

FOR NEW CITY HALL.

For the construction of a new City Hall		$ 450,000 00

CHICAGO HARBOR.

One harbor engineer	$ 2,200 00	
One assistant engineer and leveler	1,150 00	
One rodman (charged to Protection to Street Ends)	1,080 00	
One rodman (charged to Protection to Street Ends)	1,000 00	
One harbor master	1,350 00	
Four assistant harbor masters at $1,080 each	4,320 00	
One vessel dispatcher	1,200 00	
Two assistant vessel dispatchers at $1,080 each	2,160 00	
Three bridge telephone operators at $800 each	2,400 00	
For removal of sunken vessels or other obstructions	5,000 00	
Two harbor patrol boats (gasoline launches)	1,000 00	
Running expenses for above launches	500 00	
Lighting Vessel Despatcher's office	60 00	
Departmental bill	2 00	
For the protection of street ends and other public ways along the shores of Lake Michigan, Lake Calumet, Chicago River, Calumet River and their branches, forks and slips, including one rodman at $900 and one draughtsman at $1,080 per annum	40,000 00	
Claim of Ricard O'S. Burke, Council order of February 4, 1907	175 00	
		$ 63,597 00

BUREAU OF ENGINEERING—Continued.

DIVISION OF ARCHITECTURE.

One city architect	$ 3,600 00	
One draftsman	2,000 00	
One architectural draftsman	1,788 00	
One architectural draftsman	1,500 00	
One architectural draftsman	1,500 00	
One architectural draftsman	1,400 00	
One architectural draftsman	1,350 00	
One architectural draftsman	1,188 00	
One architectural draftsman	1,000 00	
Four architectural draftsmen at $1,000	4,000 00	
Supplies, including transportation, etc	1,362 00	
		$ 20,688 00

DEPARTMENT ESTIMATES OF BRIDGE TENDERS' SALARIES FOR THE YEAR 1907.

For the first six months of the year under the present system.

Adams street	$ 1,350 00
Archer avenue	1,500 00
Ashland avenue, South Fork	450 00
Ashland avenue, West Fork	1,700 00
Belmont avenue	900 00
Blackhawk street	750 00
Canal street	1,700 00
Chicago avenue	800 00
Chittenden street	300 00
Clark street	1,350 00
Clybourn place	1,700 00
Diversey street	450 00
East Division street	1,700 00
West Division street	1,700 00
Eighteenth street	1,700 00
Erie street	800 00
Fuller street	600 00
Fullerton avenue	1,350 00
North Halsted street (Canal) for 3 months only	375 00
North Halsted street (River)	1,700 00
South Halsted street	1,700 00
Harrison street	1,700 00
Indiana street	800 00
Jackson street	1,350 00
Kinzie street	900 00

BUREAU OF ENGINEERING—Continued.

Lake street	1,350 00	
Laurel street	450 00	
Loomis street	1,700 00	
Madison street	1,350 00	
Main street	1,700 00	
Ninety-second street	750 00	
Ninety-fifth street	1,700 00	
North avenue	900 00	
One Hundred and Sixth street	450 00	
Polk street	1,000 00	
Randolph street	1,700 00	
Riverdale	240 00	
Rush street	1,350 00	
State street	1,700 00	
Taylor street	1,700 00	
Twelfth street	1,350 00	
Twenty-second street	1,700 00	
Thirty-fifth street	600 00	
Van Buren street	1,700 00	
Washington street (for 4 days in January)	29 03	
Webster avenue	600 00	
Weed street	900 00	
Wells street	1,350 00	
North Western avenue	1,700 00	
South Western avenue	900 00	
		$ 58,194 03

For the last six months of the year under Civil Service.

Adams street, 2 men at $100 per month	$ 1,200 00	
Archer avenue, 2 men at $100 per month	1,200 00	
Archer avenue, 2 men at $75 per month	900 00	
Ashland avenue, South Fork, 2 men at $75 per month	900 00	
Ashland avenue, West Fork, 2 men at $100 per month	1,200 00	
Ashland avenue, West Fork, 2 men at $75 per month	900 00	
Belmont avenue, 2 men at $75 per month	900 00	
Blackhawk street, 4 men at $75 per month	1,800 00	
Canal street, 2 men at $100 per month	1,200 00	
Canal street, 2 men at $75 per month	900 00	
Chicago avenue, 4 men at $75 per month	1,800 00	
Chittenden street, 2 men at $75 per month	900 00	
Clark street, 2 men at $100 per month	1,200 00	
Clybourn place, 2 men at $100 per month	1,200 00	

BUREAU OF ENGINEERING—Continued.

Clybourn place, 2 men at $75 per month	900 00
Dearborn street, 2 men at $100 per month	800 00
Dearborn street, 2 men at $75 per month (for 4 months only)	600 00
Diversey street, 2 men at $75 per month	900 00
East Division street, 2 men at $100 per month	1,200 00
East Division street, 2 men at $75 per month	900 00
West Division street, 2 men at $100 per month	1,200 00
West Division street, 2 men at $75 per month	900 00
Eighteenth street, 2 men at $100 per month	1,200 00
Eighteenth street, 2 men at $75 per month	900 00
Erie street, 4 men at $75 per month	1,800 00
Fuller street, 4 men at $75 per month	1,800 00
Fullerton avenue, 2 men at $75 per month	900 00
North Halsted street, Canal, 2 men at $100 per month	.....
North Halsted street Canal, 2 men at $75 per month	.....
North Halsted street, River, 2 men at $100 per month	1,200 00
North Halsted street, River, 2 men at $75 per month	900 00
South Halsted, 2 men at $100 per month	1,200 00
South Halsted street, 2 men at $75 per month	900 00
Harrison street, 2 men at $100 per month	1,200 00
Harrison street, 2 men at $75 per month	900 00
Indiana street, 4 men at $75 per month	1,800 00
Jackson street, 2 men at $100 per month	1,200 00
Kinzie street, 4 men at $75 per month	1,800 00
Lake street, 2 men at $100 per month	1,200 00
Laurel street, 2 men at $75 per month	900 00
Loomis street, 2 men at $100 per month	1,200 00
Loomis street, 2 men at $75 per month	900 00
Madison street, 2 men at $100 per month	1,200 00
Main street, 2 men at $100 per month	1,200 00
Main street, 2 men at $75 per month	900 00
Ninety-second street, 4 men at $75 per month	1,800 00
Ninety-fifth street, 2 men at $100 per month	1,200 00
Ninety-fifth street, 2 men at $75 per month	900 00
North avenue, 2 men at $100 per month	1,200 00
North avenue, 2 men at $75 per month	900 00
One Hundred Sixth street, 4 men at $75 per month	1,800 00
Randolph street, 2 men at $100 per month	1,200 00
Randolph street, 2 men at $75 per month	900 00
Riverdale, 1 man at $75 per month	450 00

BUREAU OF ENGINEERING—Continued.

Rush street, 2 men at $100 per month	1,200 00	
State street, 2 men at $100 per month	1,200 00	
State street, 2 men at $75 per month	900 00	
Taylor street, 2 men at $100 per month	1,200 00	
Taylor street, 2 men at $75 per month	900 00	
Twelfth street, 2 men at $100 per month	1,200 00	
Twenty-second street, 2 men at $100 per month	1,200 00	
Twenty-second street, 2 men at $75 per month	900 00	
Thirty-fifth street, 4 men at $75 per month	1,800 00	
Van Buren street, 2 men at $100 per month	1,200 00	
Van Buren street, 2 men at $75 per month	900 00	
Webster avenue, 2 men at $75 per month	900 00	
Weed street, 2 men at $75 per month	900 00	
Wells street, 2 men at $100 per month	1,200 00	
North Western avenue, 2 men at $100 per month	1,200 00	
North Western avenue, 2 men at $75 per month	900 00	
South Western avenue, 4 men at $75 per month	1,800 00	
		$ 78,650 00

(Total, Bureau of Engineering, $2,672,399.56.)

BUREAU OF MAPS AND PLATS.

One superintendent	$ 2,999 00	
One legal description clerk	1,500 00	
One draftsman	1,399 00	
Two draftsman at $1,200	2,400 00	
One draftsman	1,188 00	
Thirteen draftsmen at $1,080	14,040 00	
Drawing materials, rebinding atlases, drawing tools, telephone, blue printing	1,672 00	
Departmental bills	68	
	$ 25,198 68	
Less amount payable from Water Fund	18,899 01	
		$ 6,299 67

BOARD OF LOCAL IMPROVEMENTS		**$ 959,213 52**
Four members Board of Local Improvements at $4,000	$ 16,000 00	
One superintendent special assessment and member and secretary Board of Local Improvements	4,000 00	
One chief clerk bureau special assessment	3,000 00	

BOARD OF LOCAL IMPROVEMENTS—Continued.

One chief sewer clerk at $2,400	2,400 00
Two paving clerks at $2,100	4,200 00
Two paving clerks at $1,900	3,800 00
One docket clerk at $1,800	1,800 00
One index clerk	1,800 00
One condemnation clerk	2,000 00
One chief sidewalk clerk	1,800 00
One estimate and division clerk	1,500 00
One roll clerk	1,500 00
One chief street engineering clerk	1,800 00
Six clerks at $1,400	8,400 00
Ten clerks at $1,260	12,600 00
Twenty-two clerks at $1,200	26,400 00
One vault clerk	900 00
One voucher clerk	1,260 00
One chief bookkeeper Board of Local Improvements	2,400 00
Twelve assistant bookkeepers at $1,200	14,400 00
One recording secretary and stenographer	1,700 00
Four stenographers and clerks at $1,200	4,800 00
Two stenographers and clerks at $1,000	2,000 00
Six typewriter operators and clerks or stenographers and clerks at $1,000	6,000 00
One messenger at $1,000	1,000 00
Three messengers at $900	2,700 00
One engineer Board of Local Improvements—	
Six months at $4,800	2,400 00
Six months at $3,600	1,800 00
One chief street engineer	3,000 00
Twelve assistant engineers at $2,200	26,400 00
Three assistant engineers at $1,500	4,500 00
One assistant engineer	1,740 00
Ten assistant engineers at $1,300	13,000 00
Eighteen rodman at $1,100	19,800 00
One telephone operator at $900	900 00
Two chauffeurs at $1,000	2,000 00
Eight general paving inspectors at $1,599	12,792 00
One cement tester	2,400 00
One brick tester	2,400 00
One chief sidewalk inspector	3,000 00
One assistant chief sidewalk inspector	1,500 00
Thirty-nine sidewalk inspectors at $1,199	46,761 00

BOARD OF LOCAL IMPROVEMENTS—Continued.

Two draftsman at $1,199	2,398 00
Two chief sewer inspectors at $2,000	4,000 00
One chief sewer pipe inspector	1,599 00
One foreman house drain inspection	1,416 00
One asphalt director	2,000 00
Four asphalt inspectors at $1,500	6,000 00
One asphalt chemist	1,800 00
Six hundred months' sub-paving inspection at $100 per month, thirty-five sub-paving inspectors to be employed for at least 9 months	60,000 00
Sixty months' cement samplers and shippers at $100 per month	6,000 00
Thirty-six months' house drain inspection at $90 per month	3,240 00
Two hundred and sixty months' mason inspection at $150 per month	39,000 00
Twelve months' brick inspection at $118 per month	1,416 00
Thirty-six months' brick inspection at $100 per month	3,600 00
Forty months' cement inspection at $100 per month	4,000 00
One hundred days' labor at $2.50 per day	250 00
Miscellaneous expense: court costs, expert witness' fees, Commissioners' fees, printing, postage, railroad and street car transportation and laboratory supplies, general office expenses, etc., etc	90,000 00
One per cent to County Collector for collecting special assessments, and County Collector's advertising costs on warrants withdrawn from collection	35,000 00
Inspection of machinery of 95th Street Pumping Station	2,500 00
Inspection of building for 95th Street Pumping Station	2,000 00
Boilers, boiler house, smoke stacks, etc., for 95th Street Pumping Station	35,000 00
For the payment of property stricken off to, or purchased by, the city in special assessment proceedings at the annual tax sale, on account of the default of other bidders	75,000 00
For the repair of streets under reserve, pending the determination of law suits and preparatory to bringing suits against contractors and their bondsmen	45,000 00
Bills of:	
R. F. Conway Co., for temporary cross walks at 22d street and 40th avenue and Ogden and 40th avenues	189 00

BOARD OF LOCAL IMPROVEMENTS—Continued.

Daniel Hardin, for cost of sewer stubs in Monroe street between 52d and Central avenues	252 45	
		$ 696,213 45
Less amount to be paid from Water Fund		75,000 00
		$ 621,213 45
The Barber Asphalt Paving Co., for repairing Wabash avenue pursuant to contract and Council order of November 21, 1904	$ 4,664 20	
Bill of the Barber Asphalt Paving Company for street repairs on sundry streets in 1897	689 20	
Joseph Hanreddy, for repairing Wabash avenue pursuant to contract and Council order of April 30, 1906	38,918 10	
For reimbursement to various repealed warrants of amounts wrongfully transferred by the city to its General Fund for costs—		
Warrant 20359	142 68	
Warrant 21363	2,668 31	
Warrant 21861	37 55	

PUBLIC BENEFITS—PAVING ETC.

Warrant and Installment.	Street.	Amount.
22385—	Widening Indiana avenue	$ 179 01
31863—B	Paving Pratt avenue	100 00
32206—B	Paving North Spaulding avenue	42 55
32522—A	Sewer in Jackson street	1,486 20
32844—1	Paving Park street	763 14
33473—1	Paving Cottage Grove avenue	1,703 88
33478—1	Paving Orleans street	154 68
33485—1	Paving 26th street	714 45
33589—1	Paving West 22d street	1,714 37
33823—1	Paving Alaska street	362 30
33829—1	Paving South Halsted street	2,452 82
33842—1	Paving West 22d street	3,915 60
33844—1	Paving 35th street	740 26
33873—1	Paving 31st street	10,611 62
33875—1	Paving North Union street	209 90
33888—1	Paving Eighteenth street	242 29
33889—1	Paving South Halsted street	2,742 49
33951—1	Paving Fowler street	704 49

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant and Installment.	Street.	Amount.
33957—1	Paving Ogden avenue	7,480 00
34009—1	Paving North Ashland avenue	3,180 00
34010—1	Paving South Ashland avenue	2,093 71
34013—1	Paving Canalport avenue	320 23
34025—1	Paving North Oakley avenue	755 00
34094—1	Paving South Halsted street	1,827 64
34098—1	Paving South Paulina street	692 84
34100—1	Paving Root street	3,575 00
34143—1	Sewer in North Irving Park boulevard	13,536 69
34222—1	Paving West 76th street	692 84
34304—1	Paving South Morgan street	161 85
34361—1	Paving South Halsted street	6,850 00
33183—2	Paving Fullerton avenue	1,215 00
33274—2	Paving Canalport avenue	878 99
33307—2	Paving North Clark street	636 05
33308—2	Paving Evanston avenue	1,552 63
33340—2	Paving Sherman street	233 34
33382—2	Paving West North avenue	1,851 24
33388—2	Paving Webster avenue	890 00
33408—2	Paving Erie street	309 35
33410—2	Paving South Halsted street	1,395 00
33411—2	Paving West Madison street	363 73
33412—2	Paving Orleans street	293 10
33416—2	Paving West 22d street	1,200 54
33482—2	Paving Sheffield avenue	411 09
33494—2	Paving North Clark street	859 03
33513—2	Paving Vincennes road	879 39
33576—2	Paving Wabash avenue	2,270 79
33684—2	Paving South Halsted street	978 44
30014—3	Paving Sangamon street	200 00
31386—3	Paving Larrabee street	890 00
31387—3	Paving Sedgwick street	42 10
31643—3	Paving Lincoln avenue	303 69
32011—3	Paving Austin avenue	1,807 04
32217—3	Paving Archer avenue	2,048 02
32910—3	Paving Jefferson street	520 00
32220—3	Paving North Clark street	510 00
32223—3	Paving Milwaukee avenue	2,538 88
32225—3	Paving 31st street	333 66

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant and Installment.	Street.	Amount.
32609—3	Paving Orleans street	600 00
32708—3	Paving La Salle street	200 00
32714—3	Paving Blackhawk street	304 87
32867—3	Paving Green street	1,026 68
32922—3	Paving North Franklin street	410 00
33025—3	Paving Chicago avenue	595 00
33028—3	Paving Garfield avenue	385 00
33029—3	Paving Halsted street	149 75
33030—3	Paving West Lake street	2,500 00
33032—3	Paving Milwaukee avenue	1,202 62
33033—3	Paving Ogden avenue	206 09
33034—3	Paving Twelfth street	330 00
30749—4	Paving Michigan avenue	200 00
30857—4	Paving North Halsted street	390 00
30858—4	Paving North Halsted street	357 86
31037—4	Paving North Clark street	501 88
31043—4	Paving North Halsted street	220 00
31045—4	Paving West Lake street	344 12
31049—4	Paving Sixty-third street	630 00
31075—4	Paving Archer avenue	3,004 41
31096—4	Paving Wentworth avenue	398 96
31097—4	Paving Byron street	224 00
31136—4	Paving Kinzie street	457 81
31183—4	Paving South Canal street	1,788 00
31387—4	Paving Sedgwick street	42 10
31641—4	Paving West Lake street	2,506 63
31726—4	Paving West Polk street	943 70
31802—4	Paving West Ohio street	544 24
31861—4	Paving Indiana street	2,000 00
31900—4	Paving Sherman street	145 92
32088—4	Paving Chicago avenue	595 56
32201—4	Paving West Madison street	765 93
30387—5	Paving North Halsted street	591 27
30398—5	Paving Van Buren street	682 25
30399—5	Paving Van Buren street	2,098 60
30400—5	Paving Western avenue	257 12
30402—5	Paving Kinzie street	424 84
30403—5	Paving One Hundred and Second street system	199 14
30514—5	Paving Blue Island avenue	2,626 00

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant and Installment.	Street.	Amount.
30515—5	Paving Harrison street	420 00
30570—5	Paving Sedgwick street	480 00
30600—5	Paving Larrabee street	230 00
30611—5	Paving Hermitage avenue	718 33
30614—5	Paving Lake street	36 75
30615—5	Paving Larrabee street	550 00
30626—5	Paving Harrison street	350 00
30627—5	Paving Jefferson street	780 00
30628—5	Paving Polk street	314 40
30629—5	Paving Kinzie street	260 00
30646—5	Paving Illinois street	55 86
30747—5	Paving Armitage avenue	300 00
30751—5	Paving North Clark street	540 20
30758—5	Paving State street	3,060 00
30760—5	Paving Twenty-second street	161 00
30762—5	Paving Armitage avenue	638 23
30852—5	Paving Clybourn avenue	1,037 12
30860—5	Paving Illinois street	184 00
31044—5	Paving Laflin street	2,346 27
31074—5	Paving Archer avenue	2,948 16
31094—5	Paving Sixteenth street	984 26
31140—5	Paving West Adams street	196 85
		$ 142,858 73
	Interest on above	19,000 00
		$ 161,858 73
24942—	Paving Ems street system	$ 1,051 38
25043—	Paving Goethe street	949 50
32080—	Sewer Gladys avenue	1,716 44
32518—	Sewer Fifty-sixth avenue	495 33
33293—	Widening Randolph street	6,141 07
32203—A	Paving One Hundred and Third street	3,913 39
		$ 176,125 84

REFUNDS ON REPEALED SPECIAL ASSESSMENTS WHEREIN COSTS HAVE BEEN CHARGED TO WARRANTS.

Warrant.		
16636	Sidewalk, Yates avenue	$ 9 65

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.		
16657	Drains, Hamlin avenue	116 25
16751	Lamp posts, Wright street	26 05
16752	Lamp posts, Sunnyside avenue	22 53
16756	Lamp posts, Lyman avenue	8 35
16906	Grading and macadamizing Ninety-first street	52 16
16922	Sidewalk, Schuber street	2 48
18546	Lamp posts, Hirsch street	95 40
19457	Lamp posts, Harvard avenue	105 05
20167	Lamp posts, Stony Island avenue	35 15
20675	Lamp posts, Springfield avenue	14 77
12391	Curbing, grading and paving Twenty-sixth street.	13 45
13430	Sidewalk, Frank street	26 50
16597	Curbing, grading and paving Hoyne avenue	18 00
16152	Lamp posts, Commercial avenue	169 04
16157	Lamp posts, Elston avenue	134 49
	$	849 32
33008 and 33008A	Wm. M. Klein, refund of amount of assessment on property taken by city for opening North Lincoln street	43 90
22085	For amount due contractor where sidewalks assessment was abated through error and work done by contractor	101 59
20671	Refund—Erroneous sale of assessment	37 18
23605	Refund of excessive costs charged	124 35
	Metropolitan Contracting Co., for work done in constructing drains in 103d street system, city to be reimbursed when property owners connect with drains	645 84
	Simon Ryan, for work done in matter of contract for Franklin avenue, Warrant 32684, where excavations were made by contractor, and drains found in place	21 00
32802	Sidewalk on system of streets	19 46
31874	A. R. Henry, on account contract for water service pipes where work was done and assessment abated through error	67 48
	D. R. Miller, reconstructing sidewalk	217 50
	Removal of sidewalk on Justine street, between 61st and 62d streets	125 00

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.

For letters to be used in construction of sidewalks, designating at the corners the names of the streets	1,500 00
F. K. Shobe Paving Co., for work done in connection with sidewalk at 69th street and Lafayette avenue	49 32
Demling & Wendt, filling on Cullom avenue, corner Avondale	33 56
For payment of employes for overtime work pursuant to order of Council of Jan. 14, 1907	10,000 00

PUBLIC BENEFITS.

32080 "A" Sewer in Gladys avenue	268 17

PUBLIC BENEFITS DUE TO WARRANTS WITH OUTSTANDING LIABILITIES.

Warrant.	
11090	$ 78 41
13313	44 34
13854	157 89
13911	66 86
14209	1,272 72
14514	5 40
14515	4 36
14754	367 21
14862	31 48
14982	45 20
15115	4,060 38
15134	8,700 51
15361	1,100 59
15361	1,019 89
16101	2 58
16123	825 05
16236	22 38
16429	639 36
16465	8 25
16482	32 60
16539	17 01
16540	605 05
16561	899 70
16561	4,424 02

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.	
16580	63 69
16584	318 83
16615	202 14
16979	19 13
16985	804 23
16999	77 34
17178	7 01
17183	10 19
17188	2 54
17189	73
17196	43 39
17197	8 03
17198	21 59
17202	24 33
17253	500 00
17253	614 09
17311	94 17
17312	947 75
17330	171 50
17397	2,445 63
17496	55 15
17498	1 69
17554	10 64
17565	22
17575	7 66
17613	3 94
17667	286 43
17668	467 50
17669	107 70
17768	226 21
17838	49 84
17846	180 04
17876	231 02
17882	263 41
17888	78 20
17926	18 59
17964	2,568 67
17955	868 05
17926	1,849 08
17994	2,199 09

BOARD OF LOCAL IMPROVEMENTS—Continued.

Warrant.		
18014		28 72
18036		193 19
18057		6 45
18058		1,361 59
18118		48 57
18143		897 23
18147		553 78
18441		85 24
18894		7 00
19577		167 63
19781		300 00
19987		1,440 00
21656		285 06
21833		57 95
21822		334 46
22507		7 13
22603		10 23
11279	Public benefits	143 71
12746	Public benefits, W. T. Hapeman	49 43
17564	W. T. Hapeman	5 30
21595	Restoration of amount diverted	1,954 59
25047	Payment of outstanding bonds and interest	150 60
23553	Payment of rebate	33 57
Departmental bills		248 41
For payment of unadjusted claims		12,000 00
For the erection of pumping stations at Kedzie avenue		40,000 00

36—DEPARTMENT OF ELECTRICITY **$1,982,522 87**

Administration and office expenses (salary of the city electrician being $5,000 per year)	14,399 00
Fire alarm and police telegraph, repairs and renewals	40,000 00
Fire alarm and police telegraph, operation	45,410 00
Electrical inspection	31,750 00
Electric light system, general expense	11,212 00
Electric light system, repairing circuits and conduits and lamp posts	25,000 00
Electric light system, lamps	18,788 00
Electric light system, trimming lamps	83,074 88
Electric light system, globes	6,200 00
Electric light system, carbons	26,000 00

DEPARTMENT OF ELECTRICITY—Continued.

Electric light plant, No. 6, repairs and renewals, steam plant	4,728 00
Electric light plant, No. 6, repairs and renewals, electric plant	3,500 00
Electric light plant, No. 6, salaries	19,966 00
Electric light plant, No. 6, fuel	51,200 00
Electric light plant, No. 6, other operation	3,500 00
Electric light plant, No. 8, repairs and renewals, steam plant	4,000 00
Electric light plant, No. 8, repairs and renewals, electric plant	1,197 80
Electric light plant, No. 8, salaries	10,320 00
Electric light plant, No. 8, fuel	30,000 00
Electric light plant, No. 8, other operation	2,500 00
Electric light plant, R. A. Waller, repairs and renewals, steam plant	2,500 00
Electric light plant, R. A. Waller, repairs and renewals, electric plant	1,000 00
Electric plant, R. A. Waller, salaries	11,345 00
Electric light plant, R. A. Waller, fuel	25,000 00
Electric light plant, R. A. Waller, other operation	1,700 00
Electric light plant, Fullerton avenue, repairs and renewals, steam plant	3,000 00
Electric light plant, Fullerton avenue, repairs and renewals, electric plant	1,600 00
Electric light plant, Fullerton avenue, salaries	15,168 00
Electric light plant, Fullerton avenue, fuel	35,000 00
Electric light plant, Fullerton avenue, other operation	4,400 00
Gas inspector's office (including salaries of four inspectors at $118 per month)	16,000 00
Street lamp repair shop, salaries	7,200 00
Street lamp repair shop, materials	17,000 00
Maintaining gas lamps	363,000 00
Rental gasoline lamps	189,000 00
Rental electric lamps	80,570 00
City Hall lighting	1,200 00
Automobile licenses, number plates and inspection	3,500 00
Street car tickets	2,000 00

EXTRAORDINARY EXPENSE.

Removing poles and wires from streets to be improved	100,000 00

DEPARTMENT OF ELECTRICITY—Continued.

Fire alarm and police extension	50,000 00	
Extension of municipal lighting system	500,000 00	
Placing names of streets on corners and street numbers on lamp posts	10,000 00	
Fire proof building for fire alarm office and electrical equipment for the same at 64th street and Wentworth avenue	25,000 00	
Labor and material, account of survey for the accumulation and compiling of data necessary to enable the City Electrician to require the installation of return conductors of sufficient capacity to prevent electrolysis	10,663 00	
Departmental bills	305 97	
Labor and material furnished other departments, largely consisting of wiring and re-wiring of pumping stations, police stations, fire engine houses, municipal court buildings, etc., for electric light, the amount requested constitutes a capital fund account, to be reimbursed as expended by the departments having the work done	15,000 00	
Removal of fire alarm office	8,000 00	
37—CITY REAL ESTATE AND BUILDINGS		**$ 50,620 22**
Repairs to rented city buildings	$ 1,000 00	
Taxes and special assessments on city property	45,620 22	
Rent, heat, janitor, water, light and miscellaneous charges for miscellaneous buildings for use of city and expenses in connection with purchase and sale of city property	4,000 00	
38 and 39—SPECIAL PARK COMMISSION		**$ 110,900 00**
For salaries of superintendents of playgrounds and bathing beaches, playground directors and assistant playground directors, supervisor of assistant directors and playground laborers and salary of secretary of commission	19,500 00	
For emergency labor, teaming, general supplies, all playgrounds	1,750 00	
For repairs, painting, general improvement and supplies at playgrounds	7,500 00	
For general office expenses, stenographer, architect, drafts-		

SPECIAL PARK COMMISSION—Continued.

man, telephones, printing, street car and railroad transportation	1,500 00
For lease, construction and improvement of two new playgrounds on west side of city	10,000 00
For maintenance and operation of three bathing beaches, for supplies and repairs	3,750 00
For construction and maintenance of one new bathing beach building and for salaries, supplies and repairs, new bathing beach	3,500 00
For salaries of superintendent of parks, foremen and gardeners; for wages of laborers at all parks, squares and triangles, as follows: Ellis Park, Douglas Monument Park, Aldine Square, East End Park, Lakewood Park, Bickerdike Square, Jefferson Park, De Kalb Square, Patterson Park, Oak Park, Washington Square, Green Bay Park, Ogden Front, triangle at Belden avenue and Sedgwick street, triangle at Clark and Eugenie streets, Gross Park, Crescent Park, Norwood Park, Block Ten, Norwood Park, Block Three, Norwood Park, triangle at Ceylon avenue and Crescent avenue, Norwood Park, Oakland Park, Eldred Park, Irving Park, Kosciusko Park, Kedzie Park, Fernwood Park, Amy L. Barnard Park, Normal Park, Dauphin Park, Adams Park, Merrick Park, Holden Park, Austin Park, Blackstone Park, triangle at 92d street and South Chicago avenue, Schoenhofen Park, Congress Park, Seventy-second Street Park	22,000 00
Supplies, repairs and 1,000 benches at all parks	7,000 00
For water supply system and completion of construction of walks at Austin and Merrick parks	3,500 00
For improvement of city property at 39th street and Lake avenue as a park	1,000 00
For improvement of McCormick playground	4,000 00
For the cost of acquiring land for a small park in the 20th Ward	4,500 00
For improvement of Adams park at 76th street and Dobson avenue	2,000 00
For improvement of East End park at 51st street, East End avenue and Lake Michigan	5,000 00
For improvement of Ellis park at 37th street and Langley avenue	5,000 00

SPECIAL PARK COMMISSION—Continued.

For completion of improvements at Bickerdike square, Amy L. Barnard park, Normal park (between 67th and 69th street) in Block 10 and Block 3, (triangles) in Norwood park, for fence around Oak park, for improvement of part of Fernwood park, for erection of store houses in parks, for purchase and maintenance of horse and buggy or "runabout" motor for superintendent of parks	9,400 00	
40—CITY MARKETS		**$ 4,045 00**
Salaries	$ 945 00	
Cleaning Haymarket square	2,100 00	
Dayton street market	1,000 00	
COST OF COLLECTION OF TAXES		**$ 250,000 00**
Loss and cost in collecting corporate taxes	$ 250,000 00	

MISCELLANEOUS.

For payment of petty injury and damage claims, refunds; clerk hire and stenographer's hire, salary of one clerk and stenographer to be $1,500; and other expenses ordered paid by the Finance Committee	$ 9,500 00	
Contingent fund, for contingent and other expenses for corporate purposes not otherwise provided for, to be expended under the direction of the Mayor and City Comptroller	40,000 00	
For payment of judgments	140,000 00	
For payment of interest on judgments	15,000 00	
For payment of costs on judgments	10,000 00	

CATTLE POUNDS.

For wages, maintenance and supplies	$ 5,140 00	

VARIOUS PENSION FUNDS AND MISCELLANEOUS.

FIREMEN'S PENSION FUND.

For 1 per cent of all licenses collected by the city during the year, made payable to this fund by an act of the General Assembly, approved May 13, 1887, in force July 1, 1887. Also 25 per cent of the amount received from 2 per cent insurance tax, made payable to this fund by an act of General Assembly, approved April 24, 1901.....

POLICE PENSION FUND.

For amounts provided for in an act of the General Assembly, approved and in force May 16, 1903.....

CHICAGO ERRING WOMEN'S REFUGE FOR REFORM.

The amount of fines of police courts made payable to this fund by an act of the General Assembly, approved March 31, 1869, being one-half of the fines imposed upon inmates of houses of ill-fame.....

HOUSE OF GOOD SHEPHERD.

The amount of fines of police courts made payable to this fund by an act of the General Assembly, approved March 31, 1869, being one-half of the fines imposed upon inmates of houses of ill-fame.....

ILLINOIS HUMANE SOCIETY.

For all fines collected imposed through the agency of said Humane Society for the prevention of cruelty to animals and children, provided by an act of the General Assembly, approved June 23, 1885, in force July 1, 1885.....

RECAPITULATION OF APPROPRIATIONS FOR CORPORATE PURPOSES.

Mayor's office		$ 33,328 70
City Council		111,500 00
Committee on Local Transportation		25,225 87
Committee on Gas, Oil and Electric Light		15,000 00
Charter convention		10,000 00
Department of Transportation		3,500 00
City Clerk		64,810 39
City Treasurer		38,077 12
Law Department—		
Corporation Counsel	184,000 62	
Prosecuting Attorney	49,229 00	
City Attorney	154,985 85	
		388,215 47
Department of Finance—		
Comptroller's office	$ 96,629 00	
Interest on temporary tax loans	120,000 00	
Miscellaneous	66,106.40	

RECAPITULATION OF APPROPRIATIONS—Continued.

Hospitals	15,000 00	
City real estate and buildings	50,620 22	
City Markets	4,045 00	
Cost of collecting taxes	250,000 00	
Mayor's contingent fund	40,000 00	
Judgments	140,000 00	
Interest and costs on judgments	25,000 00	
Cattle pounds	5,140 00	
		812,540 62
City Collector's office		74,762 24
Department of Public Works—		
Commissioner's office	$ 3,234 80	
Bureau of Engineering	2,672,399 56	
Bureau of Streets	3,316,519 25	
Bureau of Sewers	493,302 61	
Bureau of Maps	6,299 67	
Bureau of Public Buildings	118,495 65	
		6,610,251 54
Election Commissioners		414,918 39
Civil Service Commission		54,965 00
Department of Supplies		22,658 00
Police Department		5,610,845 26
Municipal Courts		807,687 30
House of Correction		275,252 31
Fire Department		3,209,709 51
Building Department		126,223 43
Health Department		848,965 95
City Physician		5,000 00
Track Elevation		6,800 00
Department for Inspection of Steam Boilers and Steam Plants		57,699 00
City Sealer's office		24,255 00
Board of Examining Engineers		11,800 00
Board of Local Improvements		959,213 52
Department of Electricity		1,982,522 87
Special Park Commission		110,900 00
Finance Committee Fund		9,500 00
		$22,726,127 49

INTEREST AND SINKING FUND ACCOUNT.

WATER LOAN SINKING FUND.

Water loan bonds due July 1, 1908	$ 127,500 00
Water loan bonds due July 1, 1909	11,250 00
Water loan bonds due July 1, 1910	5,175 00
Water loan bonds due January 1, 1911	7,975 00
Water loan bonds due July 1, 1912	41,050 00
Water loan bonds due January 1, 1914	6,500 00
Water loan bonds due July 1, 1914	22,300 00
Water loan bonds due July 1, 1915	74,250 00
Total	$ 296,000 00

SEWER SINKING FUND.

Sewer loan bonds due July 1, 1908	$ 20,220 20
Sewer loan bonds due January 1, 1911	18,450 00
Sewer loan bonds due July 1, 1912	24,500 00
Sewer loan bonds due July 1, 1914	39,125 00
Total	$ 102,295 00

RIVER IMPROVEMENT SINKING FUND.

River improvement bonds due January 1, 1911	$ 12,500 00
River improvement bonds due July 1, 1912	12,450 00
River improvement bonds due July 1, 1913	25,000 00
River improvement bonds due July 1, 1914	12,175 00
River improvement bonds due July 1, 1915	63,150 00
Total	$ 125,275 00

SCHOOL SINKING FUND.

School bonds due July 1, 1908	$ 103,500 00
School bonds due July 1, 1910	6,750 00
School bonds due January 1, 1911	23,800 00
Total	$ 134,050 00

GENERAL SINKING FUND.

Rogers Park bonds due June 1, 1910	$ 350 00
Municipal bonds due January 1, 1914	3,000 00
Tunnel bonds due July 1, 1916	5,000 00
Tunnel bonds due January 1, 1918	5,000 00
Tunnel bonds due July 1, 1918	4,900 00

INTEREST AND SINKING FUND ACCOUNT—Continued.

Tunnel bonds due October 1, 1918	5,000 00
Tunnel bonds due January 1, 1919	4,900 00
Municipal bonds due July 1, 1919	27,350 00
Municipal bonds due September 1, 1919	11,400 00
World's Fair bonds due January 1, 1921	214,650 00
Total	$ 281,550 00

SUMMARY.

Water loan sinking fund	$ 296,000 00
Sewer sinking fund	102,295 20
River improvement sinking fund	125,275 00
School sinking fund	134,050 00
General sinking fund	281,550 00
Judgment funding bonds due January 1, 1909	295,000 00
Permanent improvement bonds due January 1, 1909	168,000 00
General corporate purposes bonds due January 1, 1909	125,000 00
	$1,527,170 20
Loss and cost in collecting tax	63,632 10
Total sinking funds	$1,590,802 30
Interest on bonded indebtedness	1,012,147 50
Grand total	$2,602,949 80

WATER FUND

1907

APPROPRIATIONS FROM WATER FUND.

DEPARTMENT OF PUBLIC WORKS.

COMMISSIONER'S OFFICE.

Amount of salaries and expense to be paid from Water Fund		$ 29,106 00

BUREAU OF ENGINEERING.

CHICAGO HARBOR.

Six dredging inspectors at $1,200	$ 7,200 00	
Six harbor police at $1,080	6,480 00	
		$ 13,680 00
City Engineer	$ 6,000 00	
Auditor and bookkeeper	1,800 00	
Chief clerk	2,400 00	
Messenger	600 00	
Stenographer and clerk	1,000 00	
Office stationery, transportation and supplies	4,500 00	
Hydrant rentals, Rogers Park Water Co	11,000 00	
For overtime work required to close accounts	550 00	
		$ 27,850 00

CITY ENGINEER'S MISCELLANEOUS ROLL.

Draftsman	$ 1,200 00	
Clerk	1,500 00	
Clerk	1,000 00	
Clerk	1,000 00	
Architectural engineer	3,000 00	
		7,700 00

WATER PIPE EXTENSION.

Superintendent	$ 3,800 00
Assistant superintendent	2,100 00
Engineer	2,088 00
Clerk	1,620 00
Clerk	1,800 00
Clerk	1,200 00
Clerk	1,350 00
Clerk	1,350 00
Clerk	1,000 00

BUREAU OF ENGINEERING—Continued.

Clerk	900 00	
Stenographer and stock clerk	1,200 00	
Stenographer	1,000 00	
Clerk	1,199 00	
Clerk	1,199 00	
Clerk	1,199 00	
Draftsman	1,399 00	
Draftsman	1,200 00	
Six draftsmen at $1,080	6,560 00	
Plumbing inspector	1,500 00	
Office stationery and supplies	2,500 00	
Amount needed for Board of Engineering for work done for Board of Local Improvements (including one clerk at $1,000 to handle refund vouchers for the laying of water service pipes), also one clerk in charge of estimates and contracts for street improvement work at $1,500; also general water pipe inspector at $1,500, and sub-inspectors at $1,200 per year	11,000 00	
For amount of space occupied by water pipe extension division in City Hall, said sum to be in payment of rental for the year	1,120 00	
		$ 48,284 00

WATER PIPE EXTENSION—REPAIRS, MAINTENANCE AND CONSTRUCTION.

Eight foremen at $125 per month	$ 12,000 00
Assistant foremen at $112.50 per month	30,375 00
Mason foremen at $6 per day	5,616 00
Bricklayers at $5 per day	23,475 00
Bricklayers' Helper at $2.50 per day	782 50
Caulkers at $3 per day	47,000 00
Laborers at $2.50 per day	225,000 00
Twenty watchmen at $900	18,000 00
Ten timekeepers at $1,200	12,000 00
Teaming	50,000 00
Labor required for construction (including supervision) also one foreman for water pipe extension division at $1,620 per year	110,000 00
Horsefeed and transportation	5,000 00
Private work laying water pipe by special deposit	100,000 00
Reimbursing street department	25,000 00

BUREAU OF ENGINEERING—Continued.

Restoration of streets	5,000 00	
Miscellaneous material: repairs, maintenance and construction	75,000 00	
Protection of fire hydrants	35,000 00	
Reimbursing water works shops	50,000 00	
Labor required for construction for installing service pipes	11,029 12	
Labor required for maintenance of water service pipes, including foremen of laborers for locating service pipes at $125 per month, tappers $100 and inspectors $117 per month	85,000 00	
Private work and laying water service pipe by special deposit	3,472 50	
		$ 928,750 12

WATER PIPE EXTENSION CONTRACT MATERIAL.

Special castings	$ 30,000 00	
Lumber	12,000 00	
Brass castings	10,000 00	
Hydrant and stop valve castings	25,000 00	
Hydrant rings and covers	10,000 00	
Valve basin covers	12,000 00	
Cast iron water pipe, $225,000; to be expended in 1907	125,000 00	
Lead pipe, buffalo boxes, stopcocks, solder, taps	23,668 56	
For refunding cost of installation of service pipes during October, 1906, during cessation of such work by the city	2,693 25	
		$ 250,361 81

WATER PIPE EXTENSION PIPE YARDS.

Superintendent	$ 1,800 00	
Four (4) foremen at $100 per month	4,800 00	
Eight watchmen at $900	7,200 00	
Laborers	20,000 00	
Carpenter foreman	1,565 00	
Carpenters	12,000 00	
Clerk	1,000 00	
		48,365 00

WATER PIPE EXTENSION—NEW WORK TO BE DONE IN 1907.

New feeder mains, north, south and west sides	$ 505,000 00

BUREAU OF ENGINEERING—Continued.

Remodeling and repairing pipe and district yards and building new yards	5,000 00	
Water pressure gauges	1,000 00	
Pitometer and water waste surveys	20,000 00	
Circulating mains for eliminating dead ends from water system	15,000 00	
Reinforcing small mains in Austin	7,000 00	
Removal of mains from under track elevation	25,000 00	
		578,000 00
Bills of:		
South Park Commissioners, water pipe extension	$ 28 80	
South Park Commissioners, water pipe extension	24 00	
South Park Commissioners, water pipe extension	20 50	
South Park Commissioners, water pipe extension	21 33	
South Park Commissioners, water pipe extension	15 00	
South Park Commissioners, water pipe extension	8 07	
South Park Commissioners, water pipe extension	3 00	
South Park Commissioners, water pipe extension	2 05	
South Park Commissioners, water pipe extension	16 25	
South Park Commissioners, water pipe extension	10 65	
South Park Commissioners, water pipe extension	26 95	
South Park Commissioners, water pipe extension	2 00	
South Park Commissioners, water pipe extension	1 00	
South Park Commissioners, water pipe extension	4 00	
South Park Commissioners, water pipe extension	1 50	
South Park Commissioners, water pipe extension	4 20	
South Park Commissioners, water pipe extension	1 25	
South Park Commissioners, water pipe extension	2 80	
South Park Commissioners, water pipe extension	79 50	
South Park Commissioners, water pipe extension	130 20	
South Park Commissioners, water pipe extension	45 90	
South Park Commissioners, water pipe extension	20 67	
South Park Commissioners, water pipe extension	17 00	
South Park Commissioners, water pipe extension	10 15	
South Park Commissioners, water pipe extension	5 00	
South Park Commissioners, water pipe extension	24 50	
South Park Commissioners, water pipe extension	45 33	
South Park Commissioners, water pipe extension	29 86	
	$	601 46
City Collector (Bureau of Streets), water pipe extension	$ 665 55	
City Collector (Bureau of Streets), water pipe extension	66 00	

BUREAU OF ENGINEERING—Continued.

City Collector (Bureau of Streets), water pipe extension	406 21	
City Collector (Bureau of Streets), water pipe extension	1,045 84	
City Collector (Bureau of Streets), water pipe extension	333 49	
City Collector (Bureau of Streets), water pipe extension	184 00	
City Collector (Bureau of Streets), water pipe extension	220 08	
City Collector (Bureau of Streets), water pipe extension	467 57	
City Collector (Bureau of Streets), water pipe extension	457 50	
City Collector (Bureau of Streets), water pipe extension	1,331 89	
		5,178 13
R. Seelig & Son, southwest land tunnel		6 30
South Chicago Stables, water pipe extension	$ 18 00	
South Chicago Stables, water pipe extension	18 00	
South Chicago Stables, water pipe extension	18 00	
South Chicago Stables, water pipe extension	18 00	
		72 00
W. D. Gibson Co., 68th Street Pumping Station		11 03
A. Jallass, assignee, 14th Street Pumping Station		15 75
Webster Avenue Livery, Meter Mechanical Division		18 00
R. Hanisch & Sons, water pipe extension		1 30
		$ 5,903 97

CRIBS.

Five crib keepers at $1,199	$ 5,995 00	
Five assistant crib keepers at $1,000	5,000 00	
Laborers at $2.50 per diem	10,000 00	
Mechanical engineers at $3 per diem	2,400 00	
Dynamo engineers at $3 per diem	500 00	
One diver	2,400 00	
Diver's helpers	3,600 00	
Meals	6,000 00	
Labor and material for repairs	5,000 00	
Fuel and supplies	5,000 00	
Tug service, nine summer months	6,000 00	
Tug service, three winter months	10,000 00	
		$ 61,895 00

WATER WORKS SHOPS AND REPAIRS DIVISION.

For water works shops and repairs to constitute a capital fund account to be reimbursed by departments and divisions having work done	$ 100,000 00

BUREAU OF ENGINEERING—Continued.

New machinery and alterations	25,000 00	
New iron foundry and equipment	30,000 00	
		$ 155,000 00

TESTING DIVISION.

One chief tester in charge at $250 month	$ 3,000 00	
One assistant tester at $150 month	1,800 00	
Two assistant testers at $125 month	3,000 00	
One rodman at $100 month	1,200 00	
Supplies for laboratory	2,000 00	
		$ 11,000 00

METER MECHANICAL DIVISION.

One foreman	$ 2,000 00	
One clerk at shops at	1,200 00	
Two clerks at $90 month	2,160 00	
Meter setters at $4.00 day	19,316 00	
Laborers at $2.50 day	10,000 00	
Nine expressmen at $3.50 day	9,155 25	
Plumbers at $4.50 day	8,451 00	
Purchasing meters, installation and repairs	200,000 00	
Reimbursing water works shops for work done	5,000 00	
Reimbursing street department for repairs to streets	2,500 00	
Bill of H. R. Worthington	12 00	
		$ 259,794 25

PUMPING STATIONS—OPERATION, REPAIRS AND MAINTENANCE.

One chief engineer in charge of all pumping stations	$ 3,000 00
Eight chief engineers at $208 1-3 per month	20,000 00
Twenty-eight mechanical engineers at $166 2-3 per month	56,000 00
Two mechanical engineers at $110 per month	2,640 00
Five mechanical engineers at $100 per month	6,000 00
One mechanical engineer for 9 months, at $100	900 00
One mechanical and electrical engineer at $100 per month	1,200 00
One hoisting engineer at $100 per month	1,200 00
Twelve boiler washers at $1,080	12,960 00
One hundred oilers at $1,080	108,000 00
Twenty-four head firemen at $1,080	25,920 00
Seventy-one firemen at $1,080	76,680 00
Fifty coal passers at $1,000	50,000 00
One rigger at $80 per month	960 00

BUREAU OF ENGINEERING—Continued.

Twenty-four laborers at $65 per month	18,720 00	
Eight janitors at $75 per month	7,200 00	
Two clerks at $83 1-3 per month	2,000 00	
Machinists at $4.50 per day	17,820 00	
Six machinists' helpers at $3.20 per day	4,000 00	
Four well tenders at $1,000	4,000 00	
Steamfitters at $5.00 per day	12,815 00	
Steamfitter's helpers at $3.50 per day	8,764 00	
		$ 434,779 00

PUMPING STATIONS—LABOR, MATERIAL, SUPPLIES, ETC.

For repairs, maintenance, operation and betterments	$ 169,421 00	
Coal for all stations	375,000 00	
		544,421 00
New smoke prevention devices (including draft on two south boilers of 68th Street Pumping Station as per Council order, October 22, 1906		3,000 00
Two boiler feed pumps for 14th Street Pumping Station		1,500 00

EXISTING CONTRACTS.

Chicago Avenue Pumping Station, new pumping engines, foundations, remodeling of tunnels, etc. (including engineering and inspection)	$ 5,000 00
Central Park Avenue Pumping Station and Springfield Avenue Pumping Station, new engines and foundations (including engineering and inspection)	5,000 00
Sixty-eighth Street Pumping Station, new boiler plant (including engineering and inspection)	1,000 00
Sixty-eighth Street Pumping Station, coal handling machinery and remodeling boiler room (including engineering and inspection)	10,000 00
New southwest land and lake tunnel with pumping station (including engineering and inspection), (to be expended in 1907)—	
Section 2	200,000 00
Section 3	300,000 00
Roseland Pumping Station (southwest land and lake tunnel). Engines, foundations, boilers, building, appurtenances, etc. (including engineering and inspection)	125,000 00
Harrison Street Pumping Station, new boiler plant (including engineering and inspection)	1,000 00
Central Park Avenue Pumping Station wet well floor	2,500 00

BUREAU OF ENGINEERING—Continued.

New Tunnel Peck Court Shaft to Harrison Street Pumping Station (including engineering and inspection)....	7,000 00	
Chicago Avenue Pumping Station, new floors, galleries, etc. (including engineering and inspection).....	15,000 00	
Lake View Pumping Station, new pumping engines, foundations and appurtenances (including engineering and inspection), (estimated cost $130,000), to be expended in 1907.....	50,000 00	
Central Park Avenue and Springfield Avenue Pumping Stations, additional boilers and appurtenances (including engineering and inspection).....	20,000 00	
Fourteenth Street Pumping Station, engine and generator and installation (including engineering and inspection) as per Council order.....	4,000 00	
Ashland Avenue Water Pipe Tunnel (including engineering and inspection), also installation of water mains	70,000 00	
Indiana Street Water Pipe Tunnel (including engineering and inspection), also installation of water mains..	25,000 00	
Diversey Boulevard Water Pipe Tunnel (including engineering and inspection), also installation of water mains	30,000 00	
Lake View Crib, new superstructure.....	3,000 00	
Departmental bills	5,212 58	
		$ 878,712 58

NEW WORK TO BE DONE IN 1907.

New tunnel from 22d Street Pumping Station to Chicago Avenue Pumping Station (including engineering and inspection), estimated cost, $650,000, to be expended in 1907	250,000 00
Twenty-second Street Pumping Station, repairing water ends of pumps (including engineering and inspection)	20,000 00
Lake View Pumping Station, addition to building and remodeling of old station, including crane way (including engineering and inspection), estimated cost $184,000, to be expended in 1907.....	60,000 00
Replacing coal handling machinery at Central Park Avenue Pumping Station	11,000 00
One-half cost of tunnel under river at Western avenue...	9,300 00
One-half cost of tunnel under Drainage Canal at Western avenue	12,500 00

BUREAU OF ENGINEERING—Continued.

One-half cost of tunnel under Illinois and Michigan Canal at Western avenue	7,000 00	
For purchase of water works at Rogers Park	300,000 00	
		$ 669,800 00

BUREAU OF SEWERS.

FULLERTON AVENUE PUMPING STATION.

One chief engineer	$ 1,599 00	
Three assistant engineers at $1,212	3,636 00	
Three firemen at $1,080	3,240 00	
Three oilers at $1,080	3,240 00	
One laborer	720 00	
Coal	9,000 00	
Repairs and supplies	4,000 00	
Building repairs	1,500 00	
		$ 26,935 00

INTERCEPTING SEWERS.

Section D, Lawrence avenue conduit	$ 20,000 00	
Section Q, for Lot 56 to river in Lawrence avenue	15,000 00	
Restoration of Lawrence avenue	6,000 00	
Section N, intake Lake Michigan, for Lawrence avenue	10,000 00	
Section V, eight and one-half foot sewer and change at station, Lawrence avenue	1,000 00	
Section I, six and one-half foot sewer, 39th street to 35th street	5,300 00	
Section O, wells and buildings, Thirty-ninth Street Pumping Station	40,000 00	
Section P, wells and buildings, Lawrence Avenue Pumping Station	20,000 00	
Section T, pumping machinery at Lawrence Avenue Station	20,000 00	
Section S, pumping machinery for Thirty-ninth Street Pumping Station	10,000 00	
Section M, Intake and Protection Pier, Thirty-ninth street	1,000 00	
Restoration of Jackson Park avenue, Sixty-fourth to Seventy-third street	25,000 00	
Reversal of sewers, South Side	5,000 00	
Connecting sewers, North Side	1,680 00	
Removing bulkheads in Lawrence avenue conduit	5,250 00	
Operating Lawrence Avenue Pumping Station	4,200 00	

BUREAU OF SEWERS—Continued.

Maintenance intercepting sewers	5,000 00	
Office expense	12,000 00	
Operation Carter H. Harrison, Sr., Pumping Station 6 months	21,000 00	
Bill M. H. McGovern for repairing 16-foot conduit, Lawrence avenue and Kenmore avenue	6,988 28	
Departmental bills	742 61	
		$ 235,160 89

DEPARTMENT OF FINANCE.

Comptroller's Office—		
Amount of salaries to be paid from the Water Fund	$ 9,500 00	
Paymaster's Bureau—		
Amount to be paid from Water Fund	4,000 00	

DEPARTMENT OF SUPPLIES.

13—Department of Supplies—		
Amount to be paid from Water Fund	$ 8,000 00	

CITY ATTORNEY'S OFFICE.

For salaries and expenses chargeable to Water Fund	$ 75,000 00	

CORPORATION COUNSEL.

For amount of salaries, Board of Local Improvements, Law Department	$ 1,350 00	
For salaries and expenses chargeable to the Water Fund	12,000 00	
One attorney for water department	2,000 00	
Stenographer and law clerk to the attorney for the water department	900 00	
		$ 16,250 00

BUREAU OF WATER.

COLLECTION DIVISION.

One Superintendent	$ 4,500 00	
One chief clerk	2,600 00	
One chief accountant	1,800 00	
One cashier	2,500 00	
One assistant cashier	2,000 00	

BUREAU OF WATER—Continued.

One registrar	1,500 00	
One record and voucher clerk (stenographer)	1,199 00	
One stenographer and clerk	999 00	
Six division clerks at $1,500	9,000 00	
One chief night clerk	1,500 00	
Forty-two clerks at $1,199	50,358 00	
One messenger clerk	780 00	
One watchman	900 00	
One office boy (addressograph operator)	720 00	
For overtime and extra clerk hire	10,000 00	
		$ 90,356 00

ASSESSORS' DIVISION.

One assessor	$ 3,500 00	
One assistant assessor	1,500 00	
Four assistant assessors $1,199	4,796 00	
One clerk	1,500 00	
One notary public and custodian	1,199 00	
One notary public and custodian	1,199 00	
One clerk	1,199 00	
		$ 14,893 00

INSPECTION DIVISION.

One chief inspector	$ 1,800 00	
One clerk	1,199 00	
Forty inspectors at $1,199	47,960 00	
		$ 50,959 00

METER RATE DIVISION.

One chief clerk	$ 2,500 00	
One assistant chief clerk	1,500 00	
One chief rate taker	1,350 00	
Fourteen rate takers at $1,199	16,786 00	
One voucher clerk	1,500 00	
Fourteen clerks at $1,199	16,786 00	
Two expert meter testers and plumbing examiners at $1,080	2,160 00	
One mail clerk	1,080 00	
Teaming at $3.50 per day	15,043 00	
		$ 58,705 00

SHUT-OFF DIVISION.

One superintendent	$ 2,000 00	

BUREAU OF WATER—Continued.

Thirty leak, waste and shut-off men at $900	27,000 00	
Two meter shut-off men at $900	1,800 00	
Teaming at $3.50 per day	8,764 00	
		$ 39,565 00

MISCELLANEOUS EXPENSES.

Postage	$ 10,000 00	
Printing and sundries	12,500 00	
Rent—space in City Hall	15,000 00	
Refunds on erroneous assessments, etc.	15,000 00	
Street car and railroad transportation	3,000 00	
Bills of:		
Thomson Meter Co.	25 40	
Henry R. Worthington	12 00	
Burroughs Adding Machine Co.	4 25	
Unpaid Departmental	869 41	
		$ 56,411 06

BUREAU OF MAPS.

For salaries and expenses chargeable to Water Fund	$ 18,899 01	

MISCELLANEOUS ITEMS.

DEPARTMENT OF FINANCE.

For payment of judgments	$ 25,000 00	
For payment of costs on judgments	1,000 00	
For payment of maturing water pipe extension certificates and the redemption of such other water certificates as shall be ordered paid by the City Council	150,000 00	
Interest on water pipe extension certificates	15,000 00	
Interest on water loan bonds	141,157 50	
Street car, surface and railroad transportation	500 00	
		$ 332,657 50

BOARD OF LOCAL IMPROVEMENTS.

PUBLIC BENEFITS PAYABLE FROM WATER FUND.

Warrant.	Street.	Amount.
31377	South Morgan street	$ 83 57
33655	West Ninety-fifth street	186 32
33817	South Centre avenue	552 71
33818	Champlain avenue system	176 55
33964	Jeffery avenue	312 80

BOARD OF LOCAL IMPROVEMENTS—Continued.

33965	North Fifty-third avenue	166 33	
33966	West Eighty-seventh street	160 80	
33967	South Fifty-third avenue	688 15	
34131	Winona street	129 15	
34132	South Wood street	404 62	
34267	Ogden avenue	121 30	
	Interest on above warrants	150 00	
16965	Water main, Fillmore street	1,611 07	
			$ 4,743 37

REFUNDS ON REPEALED SPECIAL ASSESSMENTS, WHEREIN COSTS HAVE BEEN CHARGED TO WARRANTS.

Warrants.			
16601	Water service, Forty-eighth court	$ 66 00	
16618	Water service, West Forty-second street	46 00	
16620	Water service, 26th street	96 00	
16201	Water supply, Kinney avenue	237 97	
15344	Water service, Central Park avenue	116 38	
15345	Water service, Juniata avenue	68 25	
15347	Water service, 95th street	94 12	
15379	Water service, Garvin avenue	83 25	
15382	Water service, Gross avenue	44 50	
15384	Water service, Rupp avenue	81 75	
15480	Water service, Claremont avenue	58 22	
			$ 992 44

Amount of miscellaneous expenses, court costs, etc., payable from Water Fund ..... $ 75,000 00

BOARD OF EDUCATION.

SCHOOL TAX FUND.

FOR BUILDING PURPOSES.

New buildings, sites and permanent improvements		$ 4,000,000 00
For educational purposes		13,676,000 00

TO PAY BONDED INDEBTEDNESS AND INTEREST ON BONDS.

Bonds	$56,000 00		
Interest coupons	6,625 00		
Estimated loss and cost of collecting	2,575 00		
		65,200 00	
For special assessments on school property		50,000 00	
			$17,791,200 00

THE CHICAGO PUBLIC LIBRARY.

Salaries, main library	$ 149,250 00	
Salaries—branch reading rooms	20,000 00	
Salaries—delivery stations	26,000 00	
Delivery stations—miscellaneous	20,250 00	
Branch reading rooms—miscellaneous	16,000 00	
Books	43,500 00	
Binding	25,000 00	
Finding lists	5,000 00	
Printing and stationery	7,500 00	
Newspapers and periodicals	12,000 00	
Miscellaneous	7,000 00	
Fuel	17,000 00	
Heating and generating plant	4,000 00	
Electric supplies and repairs	1,000 00	
Elevator supplies and repairs	1,100 00	
Janitor's expense	2,000 00	
Furniture and fixtures	20,000 00	
Insurance	4,000 00	
Freight and expressage	800 00	
Postage	1,200 00	
Books lost and paid for—refunds	400 00	
Repairs, alterations and improvements	24,000 00	
Interest on tax warrants	5,000 00	
Reserve for costs of extension and collection of tax	45,000 00	
Blackstone branch library	18,000 00	
		$ 475,000 00

RECAPITULATION OF APPROPRIATIONS FROM WATER FUND.

Commissioner of public works office	$ 29,106 00	
Department of finance office	13,500 00	
Department of supplies	8,000 00	
Bureau of engineering	4,928,796 73	
Bureau of sewers	262,095 89	
Bureau of water	310,888 06	
Bureau of maps	18,899 01	
Department of finance—miscellaneous	332,657 50	
Board of local improvements	80,735 81	
City attorney's office	75,000 00	
Corporation Counsel's office	16,250 00	
		$6,075,929 00

GENERAL RECAPITULATION.

Appropriations for corporate purposes	$22,726,127 49	
Sinking fund and interest	2,602,949 80	
Appropriations from water fund	6,075,929 00	
	$31,405,006 29	
Appropriations for school purposes	17,791,200 00	
Appropriations for public library	475,000 00	
		$49,671,206 29

SECTION 2. That the Comptroller and the heads of the other departments of the city government are hereby required to limit the expenditures of the different departments to the amounts above authorized, and to permit no overdrafts in respect to any of the items of this bill.

ESTIMATED INCOME AND AVAILABLE RESOURCES FOR THE YEAR 1907.

Balance December 31, 1906 (exclusive of amounts carried forward for uncompleted contracts)	$ 4,092,397 52	
Balance in permanent improvement bond account	329,091 70	
Special deposit fund for maintenance of electric light	77,394 22	
Taxes of 1907 available by sale of tax warrants	4,561,452 77	
From miscellaneous sources	11,181,516 29	
From bonds to be issued	2,500,000 00	
		$22,741,852 50

ESTIMATED INCOME OF WATER FUND.

Balance on hand December 31, 1906	$ 41,365 13	
Revenue from water collections	4,326,252 39	
Rent of Rookery Building ground	35,000 00	
Miscellaneous receipts	59,110 12	
		$ 4,461,727 64

TIME FIXED FOR NEXT REGULAR MEETING.

By unanimous consent, Ald. Bennett presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council to be held after the meeting of March 21, 1907, be and the same is hereby fixed for Saturday, March 30, 1907, at ten o'clock A. M.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Which was, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

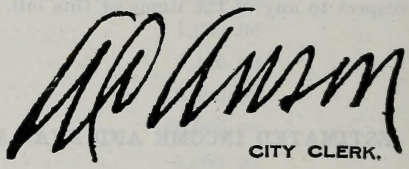
Yeas—Kenna, Coughlin, Harding, Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Snow, Moynihan, Derpa, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Dever, Brennan, Powers, Bowler, Stewart, Finn, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—60.

Nays—None.

ADJOURNMENT.

Ald. Bennett moved that the Council do now adjourn.

The motion prevailed and the Council stood adjourned to meet on Saturday, March 30, 1907, at 10:00 o'clock A. M.



CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO ILLINOIS

Regular Meeting, Saturday, March 30, 1907.

10:00 O'CLOCK A. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Monday, April 1, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Beilfuss, Nowicki, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, Wendling, Golombiewski, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, and Race.

Absent—Ald. Snow, Hurt, Lipps, Burns and Bradley.

QUORUM.

At 10:00 o'clock, a quorum being present, the Mayor called the Council to order.

The Mayor called upon Ald. Bennett to act as temporary chairman.

Ald. Bennett in the chair.

MINUTES.

Ald. Foreman moved to approve the minutes of the regular meeting held Monday, March 18, 1907, and of the regular meeting held Thursday, March 21, 1907, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented the following veto message from His Honor, the Mayor:

MAYOR'S OFFICE,
March 27, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of March 18, 1907 (Council Proceedings, p. 3567), authorizing C. P. Zacher to construct, maintain and operate a railroad switch track across South Elizabeth street, for the reason that, in my judgment, the provisions of the ordinance as to the bond required of the beneficiary are insufficient to protect the city.

As the ordinance reads the bond will protect the city against anything happening "on account of any negligence on the part of" Zacher. It may be that the city could prove that some person received a severe injury by reason of the condition or operation of the track, and yet would be unable to prove that Zacher was guilty of any negligence, and this being so, we would have no redress against him.

I would suggest that the ordinance be amended by striking out the words "any negligence on the part of" in line 6, first column, page 3568, and inserting in lieu thereof the words "anything done by."

I would suggest that the vote by which the ordinance was passed be reconsidered and that the amendment suggested be made.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Moynihan moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Moynihan moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Moynihan moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to C. P. Zacher, his heirs, executors or assigns, to lay down, construct, maintain and operate one single railroad switch track connecting with the tracks of the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company at a point about one hundred and ten (110) feet west of the west line of South Elizabeth street, thence running in a northeasterly direction across South Elizabeth street and into and across the south line of Lot two hundred and eighty-seven (287), Centre Avenue Addition, in the northwest one-quarter (N. W. ¼) of Section seventeen (17), Township thirty-eight (38), Range fourteen (14); thence in an easterly direc-

tion across the sixteen (16) foot public alley running north and south between Lots two hundred and eighty-seven (287) and three hundred and fifty-four (354) of the said Centre Avenue Addition and into the said Lot three hundred and fifty-four (354), Centre Avenue Addition, northwest one-quarter (N. W. ¼), Section seventeen (17), Township thirty-eight (38), Range fourteen (14), as shown on the blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said C. P. Zacher, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of anything done by said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Elizabeth street and said alley as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal, all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of said Elizabeth street and said alley as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street and said alley so occupied by said switch track to a condition similar to the remaining portion of said street and said alley in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street and said alley in such manner as the Commissioner of Public Works shall direct, then the said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise fail to remove said track and restore said part of said street and said alley so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the

Commissioner of Public Works of the City of Chicago, and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted, said C. P. Zacher shall pay to the City of Chicago the sum of eighty-four ($84.00) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his executors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said C. P. Zacher shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as hereinbefore provided.

ALSO,

The following veto message:

MAYOR'S OFFICE,
March 27, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of March 18, 1907 (Council Proceedings, p. 3581), authorizing Elias Greenebaum to construct, maintain and operate a switch track in Dominick street, for the reason that, in my judgment, the bond required by this ordinance would not adequately protect the city.

A bond given under this ordinance would require the city to prove not only that it had expended money in defending suits brought by persons injured by the operation of this track, but also that Greenebaum was guilty of negligence.

I would suggest that the words "any negligence on the part of" in lines 3 and 4, second column, Section 2, be stricken out and the words "anything done by" be inserted in lieu thereof.

I would suggest that the vote by which the ordinance was passed be reconsidered and that the ordinance be amended as suggested above.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Sullivan moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Sullivan moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Sullivan moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Willis-

ton, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to Elias Greenebaum, his heirs, executors and assigns, to lay down, construct, maintain and operate one single railroad switch track in, along and upon the westerly side of Dominick street from a point about opposite the north line of Lot twelve (12) and running in a northwesterly direction into and across the northeasterly line of Lot ten (10), all in Sub-block two (2), N. F. Dominick's subdivision of Lots one (1), two (2) and three (3), Block fourteen (14), in Sheffield's Addition to Chicago, in northwest one-quarter (N. W. ¼) of Section 32-40-14, as shown in blue print hereto attached, which for greater certainty is made a part of this ordinance, for and during a period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said Elias Greenebaum, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of Ten Thousand Dollars ($10,000), with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of anything done by said grantee in the maintenance and operation of said switch track or failure to keep in repair such parts of said Dominick street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time, in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time and in case of repeal all privileges hereby granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Dominick street as is occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such

manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of such work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said Elias Greenebaum shall pay to the City of Chicago the sum of sixty-seven and 50-100 ($67.50) dollars per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his heirs, executors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said Elias Greenebaum shall file with the City Clerk of the City of Chicago his written acceptance of this ordinance and a bond as hereinbefore provided.

ALSO,

The following veto message:

MAYOR'S OFFICE,
March 27, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, an ordinance passed by your Honorable Body at the meeting of March 18, 1907 (Council Proceedings, p. 3583), authorizing the American Malting Company to construct, maintain and operate a railroad track across Bliss street, for the reason that, in my judgment, the bond required by this ordinance does not adequately protect the city.

If such a bond as is provided for by this ordinance should be given, then the city, in order to maintain any suit upon that bond to recover the damages paid to any person suffering any injury by reason of the maintenance or operation of the track, would have to prove that this Company was guilty of negligence. I would suggest that the ordinance be amended by striking out of Section 2 the words "or by reason or on account of any negligence on the part of said grantee in the maintenance and operation of said switch track" and inserting in lieu thereof "or by reason or on account of the maintenance or operation of said switch track."

I would suggest that the vote by which the ordinance was passed be reconsidered and that the ordinance be amended as suggested above.

Respectfully submitted,

E. F. DUNNE,
Mayor.

Ald. Sullivan moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Sullivan moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Sullivan moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the American Malting Company, a corporation, its successors and assigns, to lay down, construct, maintain and operate one single railroad switch track across Bliss street, between Cherry and Hickory avenues, said switch track to extend from the center of a fourteen (14) foot private alley on the northwest side of said Bliss street, which said alley commences at a point one hundred (100) feet northeasterly from said Cherry avenue, said switch track thence to cross said Bliss street parallel with the northeast line of said Cherry avenue, as shown in the plat attached hereto, which for greater certainty is made a part of this ordinance, for and during the period of ten (10) years from and after the date of the passage of this ordinance.

SECTION 2. The permission and authority herein granted are upon the express condition that said American Malting Company, the grantee herein, will, within thirty (30) days after the date of the passage of this ordinance, file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, cost and expense whatsoever which may be suffered by, may accrue against, may be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of the maintenance or operation of said switch track, or failure to keep in repair such parts of said Bliss street as are occupied by said switch track, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance.

Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 3. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void.

This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portion of Bliss street as is occu-

pied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

Should said grantee fail to keep in repair any such part of said street in such manner as the Commissioner of Public Works shall direct, then said Commissioner may repair the same and the expense thereof shall be paid by the said grantee. Should said grantee, at the expiration of the privileges herein granted, either by lapse of time or otherwise, fail to remove said track and restore said part of said street so occupied by said track to the proper condition as herein required, said work shall be done by or under the direction of the Commissioner of Public Works of the City of Chicago, and the cost and expense of said work shall be paid by said grantee.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted, said American Malting Company shall pay to the City of Chicago the sum of fifty-eight ($58.00) dollars per annum in advance each and every year during the life of this ordinance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate, and this ordinance become null and void if said grantee, its successors or assigns, fail to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval, provided that within thirty (30) days from the date of its passage said American Malting Company shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds filed in his office since the last preceding meeting of the Council:

Acceptance and bond of the Cudahy Packing Company under ordinance of February 18, 1907, for a switch track;

Acceptance and bond of E. M. Hartung under ordinance of March 18, 1907, for an opening in sidewalk;

Which was placed on file.

ALSO,

The claims of James C. Caldwell and Chas, F. Schnable for compensation for damages to property, which were

Referred to the Committee on Finance.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

COLLECTOR'S OFFICE,
March 30, 1907.

To the Honorable, the Mayor, and the Council of the City of Chicago:

GENTLEMEN—I respectfully forward

herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,

JOHN E. TRAEGER,
City Collector.

O. B. Sokol Chicago—1335 South 40th court.

The Ladies of the Golden Eagle—1741 Milwaukee avenue.

Mellwood Atheltic Assn.—Diversey and Sheffield avenues.

Tenderfoot Athletic Association—368 West 12th street.

Twentieth Century Lodge—612 West 18th street.

Cragin Lodge No. 14—2932 Grand avenue.

Wicker Park Bowling Club—501 West North avenue.

Newspaper Employes' Benev. Assn.—106 De Koven street.

Lodge Svotopluk—590 West 18th street.

Den Deuske Skytte Forenning of Chicago—North and Western avenues.

Sterling Benevolent Society—862-6 West Division street.

Socialist Party—440 Wabash avenue.

Great Lakes Lodge No. 43—22d and Wabash avenue.

Topaz Club—447 West Taylor street.

Red Rose Lodge No. 144, S. of St. G.—3143 South State street.

Scandanavian Socialist Sing. Society—501 West North avenue.

Schades Benevolent Assn.—19th and Leavitt streets.

Century Road Club—440 Wabash avenue.

International Hotel & Rest. Emp. Ben. Assn.—16th and Dearborn streets.

Vereinigte Maenner Verein of St. Francis Parish—Newberry avenue, near 12th street.

Schweitzer Club—Brand's Hall.

House Benefit Assn.—939 North Robey street.

Hannibal Benefit Club—324 East Division street.

Monitor Benevolent Society—6058 Morgan street.

Sociale Turner Bugle, Drum and Fife Corps—701-07 East Belmont avenue.

Heine Maennerchor—701 East Belmont avenue.

Bohemian Benevolent Society—2503 Kensington avenue.

Standard Lodge No. 78—Ashland and Division street.

White Athletic and Benevolent Assn.—1115 West 12th street.

Caples Benev. Assn.—Monroe and Peoria streets.

Bremer Wohlthatig Verein—876 Milwaukee avenue.

Northwest Chicago Wirts Verein—876 Milwaukee avenue.

Milk Wagon Drivers' Union No. 753, I. B. of T.—Wabash avenue and Peck court.

Minerva Frauen Verein—North avenue and Halsted street.

Hoffnung Lodge No. 12—North avenue and Halsted street.

Dvur Lesnik No. 6, C. A. L. A. F.—48th and Honore streets.

Humboldt West Club—901 North Washtenaw avenue.

Drug Clerks and Soda Dispensers' Ben. Assn.—162 North Clark street.

International Maennerchor—710 Blue Island avenue.

Frithiof Lodge No. 5, I. O. S.—456-8 31st street.

The McNamara Benev. Assn.—262 Blue Island avenue.

Dept. Stores Clerks and Cashiers—Wabash avenue and Peck court.

Tow Dramatyczne—494 Noble street.

I. B. B. H. Local No. 325—Harrison and Green streets.

Le Grand Social and Benev. Club—Washington boulevard and Curtis street.

Eisenburger Leiderkranz—5257 South Ashland avenue.

St. Ludwig Ct. 241—5257 South Ashland avenue.

Schleswig Holstein Sangerbund—501 West North avenue.

Turn Verein Vorwaerts—1168 West 12th street.

Bohemian Turners Cechie—32-4 Emma street.

Campbell Athletic Club—934 West 12th street.

Ct. No. Chicago, I. O. F.—Diversey and Sheffield avenues.

Patronat C. S. P. S.—48th and Honore streets.

Clinton Stars Social and Athletic Club—220-224 West 12th street.

Northwestern Singing Society—862-6 West Division street.

Hebrew Democratic Club—447 West Taylor street.

Webster Mutual Aid Society—3143 South State street.

Bull Frog Bowling Club—257 North Clark street.

Dept. Store Employees' Benev. Assn.—35th street and Indiana avenue.

Ragnar Lodge No. 15—I. O. Vikings—1619 West 23d street.

North Chicago Circle No. 572, P. H. C.—324 Division street.

Singing Society Svea—901 North Washtenaw avenue.

Sleipner Athletic Club—Wicker Park hall.

Deutsch Ungarischer Gesang Verein—North avenue and Larrabee street.

Tordensjold Lodge, R. H. H.—Wabansia and California avenues.

Fifth Ward Phoenix Aid and Ben. Society—3417 South Halsted street.

Buxbaum Protective and Aid Assn.—2139 Wabash avenue.

Elevator and Operators Prot. Assn. of Chicago—162 North Clark street.

Auburn Quartette & Fraternity Soc.—Larrabee and Wisconsin streets.

Mutual Benefit and Aid Society—5360 South Western avenue.

Plzensky Sokol Society—821-5 South Ashland avenue.

Plzensky Sokol Society—821-25 South Ashland avenue.

Turn Verein LaSalle—675 Larrabee street.

Fortschritt Benev. Assn.—519 Larrabee street.

North Side Young Men's Non-Partisan League—162 North Clark street.

South Side Belgian Benevolent Club—12th and Waller streets.

Nightingale Royal League—440 Wabash avenue.

Workmen's Circle Branch No. 65—501 West North avenue.

Dominant Benevolent Society—26th street and Homan avenue.

Tremont Association of Englewood—35th street and Indiana avenue.

Happy Home Outing Society—249 W. Chicago avenue.

Third Ward Liberty League Ben. and Frat. Society—291 East 35th street.

Young Element Political and Benev. Assn.—27 North Clark street.

The Alamoed Ath. Club—35th street and Indiana avenue.

Mistletoe Lodge No. 142, Sons of St. George—3143 South State street.

Schiller Union Maennerchor — 6901 South Ashland avenue.

Turn Verein Freiheit, 3417 South Halsted street.

COMMISSIONER OF PUBLIC WORKS.

The Clerk presented the following communication and order from the Commissioner of Public Works:

DEPARTMENT OF PUBLIC WORKS,
CHICAGO, March 30, 1907.

To the Mayor and City Council of the City of Chicago:

I deem it necessary and advisable to lay water mains in various streets, and respectfully ask the passage of the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to lay water mains in the following streets:

In 48th avenue, from 159 feet south of Berteau avenue to Warner avenue; size, 12 inch; probable cost, including hydrants and basins, $272.50; pays 20 cents.

In Waveland avenue, from 41st court eastward 480 feet; size 8 inch; probable cost, including hydrants and basins, $840; pays 10 cents.

In 70th place, from 350 feet west of State street westward 52 feet; size, 6 inch; probable cost, including hydrants and basins, $72.80; pays 14 cents.

In 54th court, from 250 feet south of Lawrence avenue southward 40 feet; size 6 inch; probable cost, including hydrants and basins, $56; pays 21 cents.

Respectfully,
WM. L. O'CONNELL,
Commissioner of Public Works.

Ald. Brennan moved to concur in the recommendation and pass the order.

The motion prevailed, and the order as recommended was thereby passed.

BOARD OF LOCAL IMPROVEMENTS.

The Board of Local Improvements submitted an ordinance establishing the grade of sundry streets.

Which was, by unanimous consent, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Willis, ton, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, to whom was referred an ordinance (vetoed March 11, 1907) vacating a parkway in Superior street between Central and Pine avenues, submitted a report recommending that the same be placed on file.

Ald. Harris moved to concur in the report.

The motion prevailed.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented an order in favor of Eitel Bros. for eight electric light standards along sidewalk, and an ordinance in favor of E. G. Pike for a canopy over sidewalk, which were

Referred to the Committee on Streets and Alleys, South Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for grading and paving with granite blocks Indiana avenue, from 12th street to 16th street.

By unanimous consent, on motion of Ald. Kenna, the estimate was approved

and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on the north side of Congress street, from Franklin street to Market street.

By unanimous consent, on motion of Ald. Coughlin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a cement sidewalk on the west side of Franklin street, from Congress street to 55 feet north of Congress street.

By unanimous consent, on motion of Ald. Kenna, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Market street, from Van Buren street to 308 feet south of Van Buren street.

By unanimous consent, on motion of Ald. Coughlin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

THIRD WARD.

Ald. Foreman presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to Herbert C. Metcalfe and John M. Graves, president and secretary, respectively, of the Douglas Improvement Association, authorizing the use of city water from fire hydrants, without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following streets: All streets and alleys between 31st and 35th streets and Indiana and Calumet avenues, said permit to contain a condition that if said Douglas Improvement Association shall fail to clean said streets or any of them

to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling they shall pay to the City the full rate for all water used from the date of the issuance of said permit, and if said Douglas Improvement Association shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Douglas Improvement Association until all charges have been paid.

Ald. Foreman presented the claim of Daniel J. Mulcahy for wages withheld during suspension, which was

Referred to the Committee on Finance.

FOURTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of 31st place, from South Centre avenue to South Morgan street, etc.

By unanimous consent, on motion of Ald. Dailey, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

FIFTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on the north side of 35th street, from South Hoyne avenue to South Hamilton avenue.

By unanimous consent, on motion of Ald. McCormick, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for water service pipes in South Winchester avenue, from 38th street to 39th street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for water service pipes in South Winchester avenue, from 38th street to 39th street," passed December 23, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31569 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Willis-

ton, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

SIXTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt Langley avenue, from 46th street to 47th street.

By unanimous consent, on motion of Ald. Young, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

SEVENTH WARD.

Ald. Young, for Ald. Bennett, presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council to be held after the meeting of Saturday, March 30th, 1907, be and the same is hereby fixed to be held on Thursday, April 4, 1907, at 7:30 o'clock P. M.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Young, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

Ald. Young, for Ald. Bennett, presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the annual salaries of the Mayor, City Clerk, City Comptroller, City Treasurer, City Collector, City Electrician, Corporation Counsel, Prosecuting Attorney, Commissioner of Buildings, Commissioner of Public Works, Commissioner of Health, Fire Marshal, General Superintendent of Police, Business Agent, City Physician, Chairman of the Finance Committee of the City Council, are hereby fixed as follows, to-wit:

Mayor	$18,000
City Clerk	5,000
City Comptroller	10,000
City Treasurer	12,000
City Collector	6,000
City Electrician	5,000
Corporation Counsel	10,000
Prosecuting Attorney	3,600
Commissioner of Buildings	5,000
Commissioner of Public Works	10,000
Commissioner of Health	6,000
Fire Marshal	6,000
General Supt. of Police	6,000
Business Agent	4,000
City Physician	3,000
Chairman of the Finance Committee of the City Council as and for his compensation for services rendered as such chairman, and in addition to his salary as Alderman	3,500

Which was, by unanimous consent, on

motion of Ald. Young, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

Ald. Young, for Ald. Bennett, presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the Commissioner of Public Works be and he is hereby directed to lay water pipe in 95th street, from Logan avenue to Green street, for the supply of the Health Department at the northeast corner of Green and 95th streets, at an expense not to exceed twenty-three hundred dollars ($2,300), said expense to be charged to the appropriation for water pipe extension.

SECTION 2. This ordinance to be in force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Young, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

Ald. Young, for Ald. Bennett, presented the following order:

Ordered, That all departments of the city be and they are hereby directed not to enter into any contracts for new work, for which appropriations have been made for the year 1907, until same have been presented to and approved by the City Council.

Which was, by unanimous consent, on motion of Ald. Young, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

Ald. Young, for Ald. Bennett, presented the following order:

Ordered, That the Corporation Counsel be and he is hereby authorized and directed to dismiss the appeal heretofore taken by the city to the Appellate Court for the First District of Illinois in the suit brought by the City of Chicago against Jacob L. Kesner and Francis B. Peabody.

Which was, by unanimous consent, on motion of Ald. Young, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

Ald. Young, for Ald. Bennett, presented the following order:

Ordered, That the City Comptroller be

and he is hereby authorized and directed to enter into a supplemental agreement with Jacob L. Kesner concerning the leasing of the building at 148 and 149 Michigan avenue, wherein and whereby the original agreement made between the city and said Kesner, June 29, 1906, shall be modified to such an extent that the said Kesner shall, at his own expense, furnish all water used upon said premises in the operation of said building during the term of said lease; and, further, by stipulating that the rent accruing and to accrue under said lease shall begin April 1, 1907.

Which was, by unanimous consent, on motion of Ald. Young, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt the present roadway of Jefferson avenue, from Lake avenue to 57th street.

By unanimous consent, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

EIGHTH WARD.

Ald. Moynihan presented an ordinance for a prohibition district bounded by Jackson Park avenue, Pittsburg, Fort Wayne and Chicago R. R. right of way, Marquette avenue and 94th street, which was

Referred to the Committee on License.

Ald. Derpa presented an order for a sewer in Superior avenue, from 83d street to 87th street, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a sewer in Marquette avenue, from 76th street to 79th street.

By unanimous consent, on motion of Ald. Moynihan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

TENTH WARD.

Ald. Scully presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have all the trolley poles now

on West 18th street, between Sangamon and Wood streets, placed inside the curb line.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue permit to Louis Byman for an opening in sidewalk in front of No. 561 West 14th street, the size of opening to be 4 by 5 feet.

TWELFTH WARD.

Ald. Zimmer presented an ordinance for fixing the sidewalk line on the south side of 24th street, between Campbell avenue and Rockwell street, and on Rockwell street between 24th and 26th streets at three feet from the lot line, which was

Referred to the Committee on Streets and Alleys, West Division.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On both sides of West 27th street, from South Sacramento avenue to the Grand Trunk Western Railroad.

By unanimous consent, on motion of Ald. Uhlir, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation ,estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of West 26th street, from South Whipple street to South Troy street, etc.

By unanimous consent, on motion of Ald. Uhlir, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

FOURTEENTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with creosoted wooden blocks North Irving avenue, from the north curb line of Fulton street to 530 feet north of the north line of Fulton street.

By unanimous consent, on motion of Ald. Harkin, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

FIFTEENTH WARD.

Ald. Beilfuss presented the following

resolution, which was, on motion, duly adopted:

WHEREAS, The Commercial Club of Chicago, at a time when there was danger of the children of the Fifteenth Ward being deprived of their playground on Chicago avenue, came forward with an offer to purchase the necessary land and present it to the city, thus assuring the children a permanent play home; and,

WHEREAS, This Council has been advised that the deed of conveyance for the playground property is in the hands of the city authorities, involving an expenditure of $10,000 for the site and $2,000 additional to reimburse the city for expense of equipment; therefore, be it

Resolved, That the City Council of Chicago takes this opportunity of recording its keen appreciation of this generous and practical gift for the benefit of the children of our city, especially thanking Mr. John G. Shedd, Mr. James H. Eckels and Mr. Clarence Buckingham, composing the special committee of the Commercial Club, for the active part taken by them in securing the playground; be it also

Resolved, That the name of the playground on Chicago avenue and on Rice street, east of Lincoln street, be hereafter known and designated the Commercial Club Municipal Playground; also that the property owned by the city on Rice street, and now being used for playground purposes, be permanently dedicated and set aside as part of said playground; be it also

Resolved, That the City Clerk is instructed to transmit an engrossed copy of this testimonial to the Commercial Club.

Ald. Beilfuss presented an order for a motor car for the Special Park Commission and for five hundred settees for use in municipal parks, which was

Referred to the Committee on Finance.

Ald. Beilfuss presented the claim of premises, 2743-5 West Lake street, for refund of water taxes, which was

Referred to the Committee on Finance.

SIXTEENTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the south side of Armitage avenue, from North Robey street to North Paulina street, etc.

By unanimous consent, on motion of Ald. Nowicki, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on a system of streets as follows, to-wit: On the southwesterly side of Elston avenue, from Binzo street to West Webster avenue, etc.

By unanimous consent, on motion of Ald. Nowicki, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno,

Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of North Wood street, from Bloomingdale avenue to Wabansia avenue.

By unanimous consent, on motion of Ald. Nowicki, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cinder sidewalk on both sides of Elston avenue, from West Fullerton avenue to West Webster avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a six-foot cinder sidewalk on both sides of Elston avenue from West Fullerton avenue to West Webster avenue," passed October 3, 1904, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 29871 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

SEVENTEENTH WARD.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a twelve-foot cement sidewalk on the west side of Noble street, from Augusta street to 24.7 feet south of Augusta street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a twelve-foot cement sidewalk on the west side of Noble street, from Augusta street to 24.7 feet south of Augusta street," passed May 15th, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed March 15th, 1906, Warrant 33983, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully,

Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for an eight-foot cement sidewalk on both sides of West Ohio street, from North Union street to the first alley west of Halsted street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for an eight-foot cement sidewalk on both sides of West Ohio street, from North Union street to the first alley west of Halsted street," passed May 22d, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed November 13th, 1905, Warrant 33803, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

EIGHTEENTH WARD.

Ald. Brennan presented the claims of Charles C. Anderson for compensation for wrecking building, and of William Ryan for wages, which were

Referred to the Committee on Finance.

NINETEENTH WARD.

Ald. Bowler presented the claim of William Foley for refund of sale stable license fee, which was

Referred to the Committee on Finance.

Ald. Bowler presented an order for paving Norton street, from Polk street southward, which was

Referred to the Board of Local Improvements.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cement sidewalk on both sides of Sebor street, from South Desplaines street to South Halsted street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a six-foot cement sidewalk on both sides of Sebor street, from South Desplaines street to South Halsted street," passed September 23, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed October 27, 1902, Warrant 31419, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Consi-

dine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

TWENTIETH WARD.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cement sidewalk on both sides of South Irving avenue, from West Jackson boulevard to West Harrison street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a six-foot cement sidewalk on both sides of South Irving avenue, from West Jackson boulevard to West Harrison street," passed September 23, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed October 27, 1902, Warrant 31408, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

TWENTY-FIRST WARD.

Ald. Reese presented the claim of Daniel Cahill for wages, which was

Referred to the Committee on Finance.

TWENTY-SECOND WARD.

Ald. Dougherty presented an ordinance to increase the salaries of city firemen ten per cent beginning December 1, 1907.

Ald. Dougherty moved to pass the ordinance.

Ald. Foreman moved to refer the ordinance to the Committee on Finance.

The motion to refer prevailed.

Ald. Dougherty presented the claim of John Larson for rebate of water tax, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for cement sidewalks on both sides of North Halsted street, from Division street to North Branch Canal.

By unanimous consent, on motion of Ald. Sullivan, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

TWENTY-FOURTH WARD.

Ald. Hahne presented the claim of Chas. F. Fehlberg for compensation for personal injuries, which was

Referred to the Committee on Finance.

TWENTY-FIFTH WARD.

Ald. Dunn presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to Buena Park Citizens' Association, Wm. P. Stearns, President, 87 Hayes avenue, and John H. Lozeman, Secretary, 10 Robbins terrace, president and secretary, respectively, of the Buena Park Citizens' Association, authorizing the use of city water from fire hydrants without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following streets: All streets between Graceland avenue on south, Montrose avenue on north, St. Paul tracks on west and Lake Michigan on east, said permit to contain a condition that if said Buena Park Citizens' Association shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said Buena Park Citizens' Association shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Buena Park Citizens' Association until all charges have been paid.

Ald. Dunn presented an ordinance for a prohibition district bounded by Washington boulevard, Albany avenue, Monroe street, Spaulding avenue, Madison street and Kedzie avenue.

Ald. Dunn moved to pass the ordinance.

Objection having been raised to its immediate consideration, Ald. Riley moved to suspend the rules temporarily for the purpose of considering the ordinance.

The motion to suspend the rules prevailed by yeas and nays as follows:

Yeas—Dixon, Pringle, McCoid, Moynihan, Derpa, Scully, Zimmer, Uhlir, Riley, Considine, Maypole, Smith, Beilfuss, Nowicki, Sitts, Finn, Werno, Dunn, Williston, Reinberg, Larson, Herlihy, O'Connell, Roberts, Fisher, Bihl, Nolan, Race—28.

Nays—Kenna, Coughlin, Schermann, Brennan, Bowler, Reese, Foell Dougherty, Jacobs, Hahne, Krumholz, Siewert, Blase, Wendling—14.

Ald. Riley moved to pass the ordinance.

The motion to pass the ordinance was lost by yeas and nays as follows:

Yeas—Harding, Dixon, Pringle, McCoid, Moynihan, Derpa, Scully, Zimmer, Uhlir, Riley, Considine, Maypole, Smith, Beilfuss, Nowicki, Sitts, Finn, Foell, Werno, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, O'Connell, Roberts, Fisher, Bihl, Nolan, Race—32.

Nays—Kenna, Coughlin, Schermann, Brennan, Bowler, Reese, Dougherty, Jacobs, Hahne, Krumholz, Wendling—11.

Ald. Williston presented the following order, which was, on motion, duly duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to The South Edgewater Improvement Association, W. H. Horine and J. F. Bicher, president and secretary, respectively, of the South Edgewater Improvement Association, authorizing the use of city water from fire hydrants, without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following strets: All streets bounded on the south by Foster avenue, on the east by Magnolia avenue, on the north by Bryn Mawr and on the west by Southport avenue, Balmoral avenue and Wayne avenue, inclusive, said permit to contain a condition that if said South Edgewater Improvement Association shall fail to clean said streets or any of them to the satisfaction and approval

of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said South Edgewater Improvement Association shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said The South Edgewater Improvement Association until all charges have been paid.

TWENTY-SIXTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt North Ashland avenue, from Berteau avenue to Irving Park boulevard.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Hills court from North Ashland avenue to North Clark street.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of Paulina place, from Elston avenue to a line 278 feet southwesterly of Elston avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in Ainslie street, from North Western avenue to North Irving avenue.

By unanimous consent, on motion of Ald. Reinberg, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling,

Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for opening North Rockwell street, from Touhy avenue to Howard street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for opening North Rockwell street, from Touhy avenue to Howard street," passed July 9, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 275226 of the Circuit Court of said County, be and the same is hereby annulled.

SECTION 2. That the Attorney for the Board of Local Improvements, be and he is hereby directed to dismiss the petition in said cause under Docket 275226 of said Court.

SECTION 3. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

TWENTY-SEVENTH WARD.

Ald. Siewert presented a petition for a prohibition district bounded by Lincoln avenue, Argyle street, Rockwell street and Ainslie street, which was

Referred to the Committee on License.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt North 41st avenue, from Armitage avenue to Humboldt avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, filling and paving with asphalt North 41st court, from Armitage avenue to Humboldt avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, filling and macadamiz-

ing Wolfram street, from North Western avenue to North Oakley avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cinder sidewalks on a system of streets as follows, to-wit: On the south side of West Addison street, from North Central Park avenue to North 40th avenue, etc.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in West Cornelia avenue, from Springfield avenue to first alley east of North 40th avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation and ordinance providing for the collection of the assessment for the construction of a sewer in North 40th avenue, from West Addison street to West Roscoe street in five annual installments with interest according to law.

By unanimous consent, on motion of Ald. Blase, the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in Milwaukee avenue, from West Montrose avenue to West Berteau avenue.

By unanimous consent, on motion of Ald. Blase, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully,

Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for the improvement of a system of streets as follows, to-wit: West Grace street, from North 40th avenue to North 44th court; West Byron street, from North 42d avenue to North 44th court; West Belle Plaine avenue from North 40th avenue to North 42d court; North 41st avenue, from West Belle Plaine avenue to the Chicago and North-Western Railway (Wisconsin Division), North 42d court, from West Belle Plaine avenue to West Grace street; North 43d avenue, from West Irving Park boulevard to West Grace street; North 44th avenue, from the Chicago and North-Western Railway (Wisconsin Division) to West Grace street, and North 44th court, from 1,278 feet north of West Irving Park boulevard to Milwaukee avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for the improvement of a system of streets as follows, to-wit: West Grace street, from North 40th avenue to North 44th court; West Byron street, from North 42d avenue to North 44th court; West Belle Plaine avenue, from North 40th avenue to North 42d court; North 41st avenue, from West Belle Plaine avenue to the Chicago and North-Western Railway (Wisconsin Division); North 42d court, from West Belle Plaine avenue to West Grace street; North 43d avenue, from West Irving Park boulevard to West Grace street; North 44th avenue, from the Chicago and North-Western Railway (Wisconsin Division) to West Grace street, and North 44th court, from 1,278 feet north of West Irving Park boulevard to Milwaukee avenue," passed February 6th, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 29839 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cinder sidewalk on both sides of West Pensacola avenue, from North Spaulding avenue to Kimball avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a six-foot cinder sidewalk on both sides of West Pensacola avenue, from North Spaulding avenue to Kimball avenue," passed October 28, 1901, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed

November 10, 1902, Warrant 31482, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

TWENTY-EIGHTH WARD.

Ald. Larson presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to have a four-inch water connection made in front of the Bethel Lutheran Church, northeast corner Humboldt boulevard and Dickens avenue, and permit the free use of water for church purposes.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with asphalt, North Fairfield avenue, from West North avenue to Cortland street.

By unanimous consent the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with asphalt North Francisco avenue, from West North avenue to Armitage avenue.

By unanimous consent the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cement sidewalk on the east side of North Mozart street, from Humboldt boulevard to the first alley south of Humboldt boulevard, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An ordinance for a six-foot cement sidewalk on the east side of North Mozart street, from Humboldt bouelvard to the first alley south of Humboldt boulevard," passed May 22d, 1905, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, confirmed October 19th, 1905, Warrant 33790, be and the same is hereby repealed.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

TWENTY-NINTH WARD.

Ald. Wendling presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect electric lights on Wood street, from 43d to 47th.

Ordered, That the City Electrician be and he is hereby directed to place electric lights on Marshfield avenue, from 43rd street to 47th street.

THIRTY-FIRST WARD.

Ald. Roberts presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to E. M. Cruse and E. C. Starr, president and secretary respectively of the Garfield Improvement Club, authorizing the use of city water from fire hydrants without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following streets: Halsted street, from 55th street to 58th street, said permit to contain a condition that if said Garfield Improvement Club shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said Garfield Improvement Club shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Garfield Improvement Club until all charges have been paid.

THIRTY-SECOND WARD.

Ald. Fisher presented the following order, which was, on motion, duly passed:

Ordered, That the Corporation Counsel be and he is hereby directed to render to this Council an opinion as to what constitutes a legal acceptance by the city of a public street or alley.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a sewer in South Winchester avenue, from West 99th street to West 100th street.

By unainmous consent, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

THIRTY-THIRD WARD.

Ald. Hunt presented an ordinance for a subway under the tracks of the P., Ft. Wayne & Chicago R. R. and the L. S.

& M. S. Railway at 79th street, which was

Referred to the Committee on Track Elevation.

Ald. Bihl presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the General Furniture Co. to erect and maintain a band stand at 11150 Michigan avenue for a period of five days from April 6, 1907.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, grading and paving with slag macadam Curtis avenue, from 1,242.4 feet north of the north line of 107th street to the north line of the first alley south of 107th street.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for curbing, grading and paving with slag macadam West 120th street, from South Halsted street to South Morgan street.

By unanimous consent, on motion of Ald. Bihl, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan and Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for cement sidewalks on both sides of West 120th street, from South Halsted street to a line 33 feet west of South Morgan street.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in 118th place, from Indiana avenue to a point 175 feet east of the east line of Michigan avenue.

By unanimous consent, on motion of Ald. Bihl, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno,

Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

A recommendation, estimate and ordinance for a sewer in 73d place, from Washington avenue to the first alley west of Jackson Park avenue.

By unanimous consent, on motion of Ald. Hunt, the estimate was approved and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

ALSO,

The following ordinance:

AN ORDINANCE

Repealing an ordinance for a six-foot cinder sidewalk on both sides of Kensington avenue, from Michigan avenue to Prairie avenue, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance for a six-foot cinder sidewalk on both sides of Kensington avenue, from Michigan avenue to Prairie avenue," passed October 3, 1904, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 29876 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

THIRTY-FOURTH WARD.

Ald. Nolan presented the claim of James Cullen for compensation for damages to property, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted the following ordinance:

AN ORDINANCE

Repealing an ordinance for a cement sidewalk on both sides of South 45th court, from West Jackson street to West Van Buren street, in the City of Chicago, County of Cook and State of Illinois.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the ordinance entitled "An Ordinance for a cement sidewalk on both sides of South 45th ocurt, from West Jackson street to West Van Buren street,' passed May 28, 1906, be and the same is hereby repealed, and that the assessment made under the provisions of said ordinance, Docket 31579 of the County Court of said county, be and the same is hereby annulled.

SECTION 2. This ordinance shall be in force from and after its passage.

Which was, on motion, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Larson, presented the report of the Committee on Judiciary on an ordinance authorizing the Lincoln Park Commissioners to take charge of, control and improve "Chicago Avenue Park," deferred and published March 18, 1907, page 3553.

Ald. Larson moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed.

AN ORDINANCE

Authorizing the Commissioners of Lincoln Park to take charge of, control and improve "Chicago Avenue Park" in the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. WHEREAS, the City of Chicago owns a strip of land situated between Chicago avenue and Pearson street, described as follows:

Beginning at a point 420 feet east of the northeast corner of Chicago avenue and Lincoln Park boulevard, thence 330 feet east to the boundary line between city and park property; thence 217.65 feet north to the south line of Pearson street, thence 330 feet west on said south line of Pearson street, thence 217.65 feet south to the place of beginning; lying wholly within the district or territory, the property of which is taxable for the maintenance of the parks under control of the Commissioners of Lincoln Park; and

WHEREAS, The Commissioners of Lincoln Park are desirous to take, regulate, control and improve said strip of land;

Now, Therefore, consent is herby given and granted to said Commissioners of Lincoln Park to take, regulate, control and improve as a public playground for children, said strip of land hereinbefore described; provided, however, that said Commissioners of Lincoln Park shall take charge of, maintain, improve and keep in good condition and repair said strip of land at their own expense and entirely without cost, charge or expense of any kind to the City of Chicago; and further provided, that nothing in this ordinance contained shall be construed as a waiver or relinquishment on the part of the City of Chicago of any of its rights and powers in relation to the laying of water pipes, and the building and repairing of sewers that may extend through said strip of land, or of the rights reserved to the City of Chicago in Section three (3) of this ordinance.

SECTION 2. In the event of failure or neglect on the part of said Commissioners of Lincoln Park to maintain, improve and keep said strip of land in proper condition as a children's playground for a period exceeding one year, then the control, use and management

of said strip of land shall immediately revert to the City of Chicago.

SECTION 3. The jurisdiction and control of the said Commissioners of Lincoln Park over said property, or any part thereof, shall cease and terminate and be returned to the City of Chicago upon six months' notice in writing being given said Commissioners of Lincoln Park by the proper City authorities.

SECTION 4. Said Commissioners of Lincoln Park shall accept the provisions of this ordinance within sixty days after the date of the passage of this ordinance, otherwise the same shall be null and void.

SECTION 5. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance establishing a prohibition district bounded by Jackson Park avenue, the right of way of the Pittsburg, Ft. Wayne & Chicago Railroad, Marquette avenue and 94th street,deferred and published March 18, 1907, page 3555.

Ald. Dunn moved to amend the ordinance under consideration by inserting the word "produced" after the words "Ninety-fourth street," wherever they occur therein.

The motion prevailed.

Ald. Dunn moved to pass the ordinace as amended.

The motion to pass the ordinance was lost by yeas and nays as follows:

Yeas—Dixon, Pringle, Young, McCoid, Moynihan, Derpa, Zimmer, Uhlir, Riley, Considine, Maypole, Smith, Beilfuss, Nowicki, Sitts, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, O'Connell, Roberts, Fisher, Bihl, Nolan, Race—34.

Nays—Kenna, Coughlin, Richert, Hoffman, Brennan, Bowler, Hahne, Krumholz, Wendling—9.

The Clerk, on motion of Ald. Dunn, presented the report of the Committee on License on an ordinance amending Section 166 of the Revised Code of 1905, concerning the license fee for billiard and pool tables, deferred and published March 18, 1907, page 3555.

Ald. Dunn moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 166 of the Revised Municipal Code of Chicago of 1905 be and the same is hereby amended so as to read as follows:

"166. **License—Fee.**] Any person desiring to have, keep or conduct any billiard or pool table or any bowling or pin and ball alley for profit in the city, and desiring to be licensed under the provisions of this chapter, shall make written application for such license to the Mayor, setting forth in such application the full name of the applicant and the place at or in which such billiard or pool table or bowling or pin and ball alley is to be kept, used or operated; and upon payment by such applicant to the city collector

of a license fee of five dollars for each such billiard or pool table and each such bowling or pin and ball alley which such applicant desires to so keep, use or operate, the Mayor shall issue or cause to be issued to such applicant a license attested by the city clerk authorizing the keeping, conducting or operating of such billiard or pool table or tables or such bowling or pin and ball alley or alleys, as the case may be, at the place described in such application, for and during the term of such license."

SECTION 2. This ordinance shall be in full force and effect from and after its passage and due publication.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of Chicago Dock and Canal Company for certain railroad tracks in Illinois street, east of Seneca street, deferred and published February 11, 1907, page 3200.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority are hereby given to The Chicago Dock and Canal Company, its successors and assigns, to construct, maintain and use, for and during the period of ten years from and after the date of the passage of this ordinance, certain railroad tracks in Illinois street east of Seneca street, in the City of Chicago, colored red on the plat hereto attached, which is made a part of this ordinance; said tracks being an extension of tracks already laid by said grantee in said Illinois street.

SECTION 2. The permission and authority hereby granted may be revoked by the Mayor at any time in his discretion, whereupon this ordinance shall become null and void. This ordinance shall be subject to modification, amendment or repeal at any time, and in case of repeal all privileges hereby granted shall thereupon cease and determine.

SECTION 3. During the life of this ordinance, the grantee herein shall keep such portions of said street as are occupied by said switch tracks in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works. At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch tracks and all appurtenances thereto, and shall forthwith restore said street occupied by said switch tracks, to a condition similar to the remaining portion of said street in the same block.

SECTION 4. The operation and maintenance of the switch tracks herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force relating to the use and operation of switch tracks and railway tracks; and the construction and maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works. No work shall be done in and about the construction of the work herein authorized until a

permit authorizing the beginning of such work shall first have been issued by the Commissioner of Public Works of the City of Chicago.

SECTION 5. In consideration of the privileges hereby granted, the said The Chicago Dock and Canal Company, shall pay to the City of Chicago, the sum of Four Hundred Sixty Dollars ($460.00) per annum in advance, and every year during the life of this ordinance, the first payment to be made as the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges hereby granted shall terminate and this ordinance become null and void if the said Company or its assigns, fails to promptly pay any installment of said compensation.

SECTION 6. Before doing any work under and by virtue of the authority herein granted, the said grantee shall execute a bond to the City of Chicago in the penal sum of ten thousand dollars, with sureties to be approved by the Mayor, conditioned upon the faithful observance and performance of all and singular the conditions and provisions of this ordinance, and conditioned further to indemnify, save and keep harmless the City of Chicago from any and all loss, damage, expense, cost or liability of any kind whatsoever that may be suffered by it, the said City of Chicago, or which may accrue against, be charged to or recovered from said City by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, and conditioned to comply with all the terms and conditions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in full force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and the filing of an acceptance by said grantee, and the filing of the bond herein provided for; provided, however, such acceptance and such bond shall be filed within thirty days after the passage of this ordinance.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of the United States Brewing Company for a switch track, deferred and published March 18, 1907, page 3556.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to the United States Brewing Company of Chicago, its successors and assigns, to lay down, maintain and operate one single railroad switch track on the easterly side of Hawthorne avenue, connecting with the switch track now maintained and operated by the said United States Brewing Company under an ordinance passed by the City Council March 24th, 1902, at a point opposite the northerly line of Lot

thirteen (13) and running in a southeasterly direction for a distance of about eighty-three (83) feet to a point opposite the southerly line of said Lot thirteen (13), all in Block ninety-four (94), Elston's Addition to Chicago, as shown in red on the plat hereto attached, which for greater certainty is made a part of this ordinance.

SECTION 2. The permission and authority herein granted shall cease and determine March 23rd, 1912, or any time prior thereto upon revocation by the Mayor at his discretion, whereupon this ordinance shall become null and void.

This ordinance shall at any time before the expiration thereof be subject to modification, amendment or repeal, and in case of repeal the privileges hereby granted shall cease and determine.

SECTION 3. The permission and authority herein granted are upon the express condition that the said United States Brewing Company of Chicago, the grantee herein, will within thirty (30) days after the date of the passage of this ordinance file with the City Clerk of the City of Chicago a bond in the penal sum of ten thousand dollars ($10,000.00) with sureties to be approved by the Mayor, and conditioned to at all times hereafter indemnify, save and keep harmless the City of Chicago from any and all liabilities, damages, loss, judgments, costs and expense whatsoever which may be suffered by, may accrue against, be charged to or may be recovered from said City of Chicago by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done by said grantee herein by virtue of the authority herein given, or by reason or on account of any failure on the part of said grantee to comply with all the terms and conditions of this ordinance. Said bond and liability of the sureties thereon shall be kept in force throughout the life of this ordinance and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantee herein shall keep such portions of Hawthorne avenue as are occupied by said switch track in good condition and repair, to the satisfaction and approval of the Commissioner of Public Works.

At the termination of the rights and privileges herein granted, by expiration of time or otherwise, said grantee shall remove said switch track and all the appurtenances thereto, and shall forthwith restore said street so occupied by said switch track to a condition similar to the remaining portion of said street in the same block, and safe for public travel, to the satisfaction and approval of the Commissioner of Public Works.

SECTION 5. The maintenance and operation of the switch track herein provided for shall be subject to all the existing ordinances of the City of Chicago now in force, or which may hereafter be in force, relating to the use and operation of switch tracks and railway tracks, and the maintenance thereof shall be under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 6. In consideration of the privileges herein granted said United States Brewing Company of Chicago shall pay to the City of Chicago the sum of sixty-six and fifty one-hundredths dollars ($66.50) per annum in advance each and every year during the life of this ordinance, the first payment to be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, fail

to promptly pay any installment of said compensation.

SECTION 7. This ordinance shall take effect and be in force from and after its passage and approval; provided that within thirty (30) days from the date of its passage, said United States Brewing Company of Chicago shall file with the City Clerk of the City of Chicago its written acceptance of this ordinance and a bond as hereinbefore provided.

The Clerk, on motion of Ald. Sullivan, presented the report of the Committee on Streets and Alleys, North Division, on an ordinance in favor of Jas. S. Kirk and Company for a subway or tunnel under North Water street, deferred and published March 4, 1907, page 3358, and deferred March 18, 1907, page 3582.

Ald. Sullivan moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to James S. Kirk & Co., a corporation, its successors or assigns, to construct, maintain and operate a subway or tunnel in, over and across North Water street east of Pine street, connecting the premises owned by said corporation, for and during the period of ten (10) years from and after the passage of this ordinance. Said subway or tunnel shall not exceed twelve (12) feet in width nor six (6) feet in height, inside measures, nor be more than ..... feet below the surface of the street, and shall be used solely for the purpose of conveying coal, ashes and cinders to and from the premises of said corporation and for the sole use and benefit of said corporation. The said subway or tunnel shall be constructed under the direction and supervision, and to the entire satisfaction, of the Commissioner of Public Works, and shall be maintained in such manner as not to interfere with the use of said public street for the purposes of a public thoroughfare. If at any time the surface of said public street shall become in any way disturbed by said subway or tunnel, the grantee herein shall restore said street, in, above and about said tunnel to a condition satisfactory to the Commissioner of Public Works.

SECTION 2. No work shall be done in or about the construction of the subway or tunnel until the plans and specifications for the construction of the same shall first have been approved by the Commissioner of Public Works, and a permit shall first have been issued by said Commissioner, authorizing the commencement of said work. All changes in water pipes, gas pipes, sewer pipes or other pipes of any description and conduits necessitated by the construction of said subway or tunnel, shall be at the expense of said James S. Kirk & Co., and shall be made under the direction and to the satisfaction and approval of the Commissioner of Public Works. The privilege is hereby reserved to the City of Chicago to make any or all of these changes with its own employes, if deemed advisable, the expense of such work to be borne by said James S. Kirk & Co. or their assigns.

SECTION 3. The Commissioner of Pub-

lic Works shall have the right to enter said subway or tunnel at all times, while such subway or tunnel shall be used or maintained by said grantee, for the purpose of ordering any changes, repairs or alterations made in said subway or tunnel which he may deem necessary for public travel, and if at any time hereafter the said grantee shall abandon said subway or tunnel it shall be filled up and the ground underneath said street restored to a good and safe condition, satisfactory to the Commissioner of Public Works of the City of Chicago, the expense of said work to be borne by said James S. Kirk & Co. All changes ordered by said Commissioner, as herein provided, shall be made at the sole expense of the grantee.

SECTION 4. No work shall be done under authority of this ordinance until a permit authorizing the same shall be issued by the Commissioner of Public Works, and no permit shall issue until the grantee shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand dollars ($10,000.00), with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage and expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city by reason or on account of the passage of this ordinance, or by reason or on account of any act or thing done or omitted by said grantee, its successors or assigns, under or by authority of the permission herein given, and conditioned further to observe, all and singular, the conditions and provisions of this ordinance. Said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 5. The rights and privileges hereby granted shall terminate at the expiration of ten (10) years from the date of passage of this ordinance, and this ordinance shall at any time be subject to modification, amendment or repeal, and in case of repeal all privileges hereby granted shall thereupon immediately terminate.

SECTION 6. In consideration of the rights and privileges herein granted, said James S. Kirk & Co., its successors and assigns, shall pay as compensation therefor the sum of fifty ($50.00) dollars per year, in advance, for each and every year during which said subway or tunnel shall be used and maintained, payments to be made at the office of the City Comptroller of the City of Chicago, the first payment to be made at the time of the acceptance and filing of the bond herein provided for, and each succeeding payment annually thereafter.

SECTION 7. This ordinance shall take effect and be in force from and after its passage; provided, that said grantee file an acceptance in writing, together with the bond hereinbefore provided for, within sixty (60) days of the passage of this ordinance.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance vacating an alley in Canal Trustees' Subdivision of Lot 5 in Block 41, Original Town of Chicago, deferred and published March 18, 1907, page 3557.

Afted debate, Ald. Bihl moved to refer the report and ordinance to the Committee on Compensation.

The motion prevailed.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance vacating a certain street

on the dividing line between Sections 10 and 11 in Township 37, 14, 3, and lying north of 103rd street, deferred and published March 18, 1907, page 3558.

Ald. Bihl moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Vacating a street or traveled roadway on the dividing line between Sections ten (10) and eleven (11) in Township thirty-seven (37) north, Range fourteen (14) east of the third (3rd) principal meridian, and north of One Hundred and Third street and east of the right of way of the Illinois Central Railroad.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of the forty (40) foot street or traveled roadway located on the line between Sections ten (10) and eleven (11), Township thirty-seven (37), north, Range fourteen (14) east of the third principal meridian, extending from the north line of 103rd street to a point that is 80 feet easterly from the easterly line of the right of way of the Illinois Central Railroad, as shown by the portion colored red and marked "hereby vacated" on the plat hereto attached, be and the same is hereby vacated; provided, however, that this ordinance shall not take effect and said roadway shall not be closed until a new street 80 feet in width whose westerly line shall be the easterly line of the right of way of the Illinois Central Railroad extending from the north line of said Section eleven (11) southwesterly along the easterly line of said right of way to the south line of the Northeast Quarter of Section twenty-two (22) in said Township thirty-seven (37), as shown on the plat hereto attached, marked "to be dedicated to form part of Cottage Grove avenue."

SECTION 2. That said new street shall be opened and a plat of the same placed upon the public records within sixty (60) days of the passage of this ordinance.

SECTION 3. The said forty (40) feet of street or traveled roadway hereby vacated shall not be closed until the Pullman Company and the trustees of the Pullman Land Association, who are the legal holders and owners of the strip of land to be dedicated, shall have improved all that part of the strip of land to be dedicated which lies north of 115th street and south of the north terminus of the street or roadway hereby vacated, such improvement to be similar in construction and in as good condition as the roadway hereby vacated, and to be subject to the approval of the Commissioner of Public Works, and such improvement to be made on or before the first day of September, 1907.

SECTION 4. This ordinance shall take effect from and after the day of its passage; provided, however, that if such new street is not dedicated or said improvement made within the time fixed, this ordinance shall be null and void.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance vacating parts of Marquette avenue, 101st street, 102nd street and 103rd street, deferred and published March 18, 1907, page 3559.

Ald. Bihl moved to fill the blanks in Section 1 of the ordinance under consideration by inserting therein the words and figures "one thousand ($1,000)".

Ald. Finn moved to postpone consideration of the report and ordinance for one week and to instruct the Committee on Compensation to take up the question of compensation for the streets proposed to be vacated by the ordinance.

Ald. Moynihan moved to lay on the table the motion to postpone consideration.

The motion to lay on the table was lost by yeas and nays as follows:

Yeas—Pringle, Dailey, Martin, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Riley, Considine, Maypole, Nowicki, Schermann, Brennan, Sullivan, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan—23.

Nays—Kenna, Coughlin, Harding, Dixon, Richert, Hoffman, Uhlir, Smith, Beilfuss, Sitts, Conlon, Bowler, Stewart, Finn, Reese, Foell, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Siewert, Blase, Larson, Herlihy, O'Connell, Roberts, Fisher, Race—32.

The question recurring on the motion of Ald. Finn, the motion prevailed.

The Clerk, on motion of Ald. Bihl, presented the report of the Committee on Streets and Alleys, South Division, on an ordinance in favor of the Saratoga Hotel and Restaurant Company for a covered passageway across alley, deferred and published March 21, 1907, page 3603.

Ald. Bihl moved to amend the ordinance recommended by the committee by striking out the word and figures "forty (40)" from line 32, Section 1, left-hand column of page 3604, and by inserting in lieu thereof the word and figures "fifty (50)"; and to amend it further by striking out the words and figures, "one hundred ninety-six and twenty one-hundredths ($196.20)" from lines 5 and 6, Section 4, right-hand column, page 3604, and by inserting in lieu thereof the words and figures "two hundred fifteen and eighty-five one-hundredths ($215.85)".

The motion to amend prevailed.

Ald. Bihl moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the Saratoga European Hotel and Restaurant Company, its successors and assigns, to construct, maintain and use a bridge or covered passageway extending across the public alley between Madison and Monroe streets, east of Dearborn street, and connecting the building on Original Lots eighteen (18) and nineteen (19), Block one hundred forty-two (142), School Section Addition to Chicago, with the building on Lots twenty (20) and twenty-one (21) on the opposite side of alley, Block one hundred forty-two (142), School Section Addition to Chicago, all in Section sixteen (16), Township thirty-nine (39), Range fourteen (14).

The lowest part of said bridge or cov-

ered passageway shall not be less than eighteen (18) feet above the surface of said alley, and shall not exceed eight (8) feet in width nor be more than four (4) stories in height.

Permission and authority are also granted to the said The Saratoga European Hotel and Restaurant Company to excavate for and maintain a vault under the surface of the above alley connecting the above buildings; said vault to be not more than fifty (50) feet in length, nor more than fifteen (15) feet in width, nor more than fifteen (15) feet in depth; the location and construction of said bridge and vault to be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority hereby given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the privileges herein granted the bridge or covered passageway herein authorized shall be removed by said grantee, and the vault herein authorized shall be filled up, unless this ordinance shall be renewed. If said vault is so filled up, the alley where the same shall have been located shall be restored to a condition similar to the balance of alley in the same block, to the satisfaction of the Commissioner of Public Works, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago.

Said grantee shall do no permanent injury to said alley or in any manner interfere with any public cable, wire, pipe or conduit therein, and shall not open or incumber more of said alley than shall be necessary to enable it to proceed with advantage in excavating said vault.

No permit shall be issued allowing any work to be done in and about the construction of said bridge or covered passageway or said vault until plans and specifications of the completed structure shall have first been submitted to and approved by the said Commissioner of Public Works.

SECTION 4. The said grantee, its successors and assigns, shall pay as compensation for the privileges herein granted the sum of two hundred fifteen and eighty-five one-hundredths ($215.85) dollars per annum during the life of this ordinance. The first payment shall be made as of the date of the passage of this ordinance and each succeeding payment annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, its successors or assigns, shall fail to promptly pay any installment of said compensation.

SECTION 5. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall issue until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor and conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, cost, damage or expense of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to or recovered from said city from or by reason of the passage of this ordinance, or from or by reason of any act or thing done under or by the authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance.

Said bond and the liability of the sureties thereon shall be kept in force

throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges herein granted shall thereupon cease.

SECTION 6. This ordinance shall take effect and be in force from and after its passage, provided that the said grantee files its written acceptance of this ordinance, together with the bond hereinabove provided for, within thirty (30) days after the passage of this ordinance.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance in favor of A. Booth and Company for a canopy over entrance to building at 183 Desplaines street, deferred and published March 11, 1907, page 3438.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Providing for the erection of a canopy on the building of A. Booth and Company, Desplaines street and Grand avenue.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby given and granted to A. Booth and Company, its successors and assigns, to construct, maintain and use a canopy over the entrance of its building, situate and known as Number 183 Desplaines street, projecting over the sidewalk from said building at the corner of Desplaines street and Grand avenue, which canopy shall be constructed of incombustible material. The location, construction and maintenance of said canopy shall be under the direction and supervision of the Commissioner of Public Works and the Fire Marshal of the City of Chicago, and the location and construction of same shall be in accordance with plans and specifications which shall first be approved by the Commissioner of Public Works and the Fire Marshal of the City of Chicago, a copy of which plans and specifications shall at all times be kept on file in the office of the Commissioner of Public Works; and no permit shall be issued allowing any work to be done in and about the construction of said canopy herein authorized, until such plans and specifications have first been submitted to and approved by the said Commissioner of Public Works and the said Fire Marshal.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto in the discretion of the Mayor. In case of the termination of the privileges herein granted by the lapse of time, or by the exercise of the Mayor's discretion as aforesaid, said grantee shall remove said canopy without cost or expense of any kind whatsoever to the City of Chicago. Provided, that in the event of a failure, neglect, or refusal on the part of the said grantee, its successors or assigns, to remove said canopy when directed so to do, the City of Chicago may proceed to remove same and charge the expense thereof to the said grantee, its successors or assigns.

SECTION 3. In consideration of the

privileges herein granted and as compensation therefor, said grantee, its successors or assigns, shall pay to the City of Chicago, so long as the privileges herein authorized are being enjoyed, the sum of twenty-five ($25.00) dollars per year, payable annually, in advance; the first payment to be made as of the date of the passage of this ordinance, and each succeeding payment annually thereafter, and it is expressly understood and agreed that if any default is made in the payment of said compensation, the privileges hereby granted shall at once terminate.

SECTION 4. No work shall be done under the authority of this ordinance until a permit shall first have been issued by the Commissioner of Public Works authorizing such work to proceed; and no permit shall issue until the first annual payment herein provided for has been made at the office of the City Comptroller of the City of Chicago, and a bond has been executed by the said grantee in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all damages, cost, expense, or liability of any kind whatsoever which may be suffered by it, said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said city from, by reason of, or on account of the permission and authority herein granted, or the exercise by the grantee herein, its lessees or assigns, of the permission and authority herein given; and conditioned further for the faithful observance and performance of all and singular the conditions and provisions of this ordinance; said bond and the liability of the sureties thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance such bond shall not be in full force then the privileges herein granted shall thereupon cease.

SECTION 5. This ordinance shall take effect and be in force from and after its passage; provided that the said grantee file a written acceptance of this ordinance, together with the bond hereinabove provided for, within thirty (30) days.

The Clerk on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance in favor of Oscar Schreiber for an elevator in sidewalk at 439 South Halsted street, deferred and published March 11, 1907, page 3439.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to Oscar Schreiber, his heirs, executors and assigns, to construct and maintain sidewalk elevator and steel door over same in the sidewalk in front of the premises known as 439 South Halsted street, said door to be of the dimensions of three (3) feet by four (4) feet six (6) inches, and to be constructed according to plans approved by

the Commissioner of Public Works of the City of Chicago, copy of said plans to be kept on file in the office of the Commissioner of Public Works. Said elevator and door shall be constructed in a safe and workmanlike manner and under the supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein granted shall cease and determine ten (10) years from and after the date of the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor. In case of the termination of the privileges herein granted by lapse of time, or by the exercise of the discretion of the Mayor, as aforesaid, said grantee, his heirs, executors or assigns, shall restore said portion of the sidewalk at the place where said door is located to a condition satisfactory to the Commissioner of Public Works, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago.

SECTION 3. No work shall be done under the authority of this ordinance until a permit authorizing the same shall have been issued by the Commissioner of Public Works, and no permit shall be issued until the grantee herein shall execute to the City of Chicago a good and sufficient bond in the penal sum of ten thousand ($10,000.00) dollars, with sureties to be approved by the Mayor, conditioned to indemnify, save and keep harmless the City of Chicago from any and all liability, damage or expense of any kind whatsoever, which may be suffered by it, the said City of Chicago, or which it may be put to, or which may accrue against, be charged to, or recovered from said City by reason of any act or thing done under or by authority of the permission herein granted; and conditioned further to observe and perform all and singular the conditions and provisions of this ordinance; said bond and liability thereon shall be kept in force throughout the life of this ordinance, and if at any time during the life of this ordinance said bond shall not be in full force, then the privileges and authority herein granted shall thereupon cease.

SECTION 4. During the life of this ordinance the grantee, his heirs, executors and assigns, shall at all times keep the sidewalk in which said door is located in a condition satisfactory to the Commissioner of Public Works.

SECTION 5. Said grantee, or his heirs, executors and assigns, shall pay to the City of Chicago as compensation for the privileges herein granted the sum of twenty-five ($25.00) dollars per annum in advance, the first payment to be made on the date of the passage of this ordinance, and subsequent payments annually thereafter.

It is hereby made an express provision of this ordinance that the privileges herein granted shall terminate and this ordinance become null and void if said grantee, his heirs, executors or assigns, shall fail promptly to pay any installments of said compensation.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and upon the filing of the acceptance in writing of this ordinance by the said grantee, and the filing of the bond herein provided for.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on a recommendation, estimate and ordinance for curbing, grading and paving West 12th street with creosoted wooden blocks, deferred and published March 18, 1907, page 3559.

Ald. Harris moved to concur in the report, approve the estimate and pass the ordinance therewith. (Recommendation, estimate and ordinance published March 11, 1907, pages 3413 to 3421, inclusive.)

The motion prevailed, and the estimate was approved and the ordinance passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating an alley in Sheffield's Addition to Chicago, deferred and published March 18, 1907, page 3560.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the public alley running north and south from Bloomingdale road and parallel with and between Winchester avenue and Lincoln street to the alley running east and west from Winchester avenue to Lincoln street, between Bloomingdale road and Wabansia avenue, and which is included within the limits of Lots one (1) to ten (10) both inclusive, in Block thirty-seven (37) in Sheffield's Addition to Chicago, in Section thirty-one (31), Township forty (40) north, Range fourteen (14), east of the third principal meridian, be and the same is hereby vacated inasmuch as it is no longer required by the general public for use as an alley.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval; provided Michael J. Summa shall pay to the Comptroller of the City of Chicago within thirty (30) days after the passage of this ordinance the sum of five hundred twenty-nine and 92-100 dollars, and shall within such thirty (30) days file in the office of the Recorder of Cook County a plat showing such vacation.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating parts of Pensacola avenue, North 47th avenue and Malcolm avenue, deferred and published March 21, 1907, page 3605.

Ald. Harris moved to concur in the report and pass the ordinance recommended by the committee.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—46.

Nays—Brennan, Conlon—2.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That that part of Pensacola avenue lying east of the east line of North 47th avenue and extending to Malcolm avenue, also that part of North 47th avenue lying east of and adjoining the right of way of the Chicago, Milwaukee and St. Paul Railroad Company, and south of the south line of Pensacola avenue; also that part of Malcolm avenue lying south of the north line of Pensacola avenue, and all marked and indicated in red lines on the plat or drawing hereto attached and made a part hereof, and which said streets and parts of streets are situate in Dickinson's Subdivision of the north half of the southwest quarter of Section 15 in Township 40, north, Range 13, east of the third principal meridian, in Cook County, Illinois, be and the same hereby are vacated.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty days after the passage of this ordinance, Sellers Manufacturing Company, a corporation, who will derive a pecuniary benefit from such vacation, shall pay to the City of Chicago the sum of thirty-nine hundred seventy-one and 12-100 ($3,971.12) dollars, and further, that the said Sellers Manufacturing Company, a corporation, shall file within thirty days in the office of the Recorder of Deeds of Cook County, a plat showing such vacation, and in case of failure to pay said compensation as aforesaid, or record the plat as aforesaid within thirty days, this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its passage, subject, however, to the provisions in Section 2 hereof contained.

The Clerk, on motion of Ald. Harris, presented the report of the Committee on Streets and Alleys, West Division, on an ordinance vacating alleys in Barrett's Subdivision of the east half of Block 14 of Assessor's Subdivision, deferred and published March 21, 1907, page 3606.

Ald. Harris moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race —46.

Nays—Brennan, Conlon—2.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all the alleys in Barrett's Subdivision of the east half of Block 14 of Assessor's Division of the north quarter of the southeast quarter of Section 20, Township 39, north, Range 14, east of the third principal meridian, marked upon the plat hereto attached and made a part hereof "to be vacated," and colored red, be and the same are hereby vacated and closed inasmuch as the same are no longer required by the general public as alleys and the public interest will be subserved by their vacation.

SECTION 2. This ordinance shall take effect and be in force from and after the filing of a copy hereof in the office of the Recorder of Deeds of Cook County by the Chicago Title and Trust Company, trustee, and the payment by said company to the City of Chicago of the sum of twenty-three hundred fifty-six and

91-100 ($2,356.91) dollars for the payment and satisfaction of any and all claims of damages done by the vacation and closing of said alleys; provided that such filing shall be done and such payment be made within thirty (30) days after the passage of this ordinance, otherwise this ordinance to be void.

The Clerk, on motion of Ald. Pringle, presented the report of the Committee on State Legislation recommending the passage of an act by the General Assembly of Illinois requiring railroad companies to keep and maintain medicine chests in passenger cars and cabooses, deferred and published March 18, 1907, page 3560.

Ald. Pringle moved that the Council concur in the recommendation of the committee contained in the report under consideration.

The motion prevailed.

The Clerk, on motion of Ald. Kohout, presented the report of the Committee on Track Elevation on an ordinance authorizing the Chicago and Illinois Western Railroad to construct, maintain and operate railway tracks across certain streets and alleys in the City of Chicago, deferred and published January 2, 1907, page 2451, and deferred January 28, 1907, page 2837.

Ald. Kohout presented the following amendments to the ordinance under consideration which were, on motion, duly adopted:

Amend the ordinance of January 2, 1907, page 2460, after Section 13, by inserting a new "Section 14" as follows:

"SECTION 14. The Chicago and Illinois Western Railroad shall within six (6) months after the passage of this ordinance, procure and dedicate for the purpose of a public street, the following described property to-wit: Beginning at a point in the west right-of-way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, thirty-three (33) feet north of the north line of Marshall boulevard, thence extending westerly for a distance of about eighty-five (85) feet more or less, to the east right-of-way line of the Chicago and Illinois Western Railroad, thence southwesterly along the east right-of-way line of said railroad to the north line of Marshall boulevard, a distance of thirty-three (33) feet at right angles to said Marshall boulevard, thence east along the north line of Marshall boulevard to the west right-of-way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for a distance of about one hundred and ten (110) feet, thence north along the west right-of-way line of said railway to the place of beginning.

In case said Chicago and Illinois Western Railroad shall be unable to purchase said property, or any part thereof, described in this Section, at a reasonable price, then the same shall be condemned by the City of Chicago for street purposes and the compensation and damages awarded in such proceedings including court costs and all expense of litigation that may be incurred in such condemnation proceedings, shall be paid by said Chicago and Illinois Western Railroad, and said railroad shall have the right to take part in said condemnation proceedings in behalf of the city, by counsel especially employed by it, and shall have the right to have all witnesses that it may name called to testify in said condemnation proceedings."

Also amend same page and column by changing "Section 14" to read "Section 15" and "Section 15" to read "Section 16."

Ald. Kohout presented the following amendments, which were, on motion, duly adopted:

Amend Section 1 by adding thereto the following:

"Provided that no spur, side-track, switch, siding or turn-out shall be laid or maintained in any street or alley."

Strike out the words "Chicago, Madison and Northern Railroad (Illinois Central Railroad)" in the seventh and eighth lines of Paragraph 1, Section 1, and insert in lieu thereof the following:

"Atchison, Topeka and Santa Fe Railway or its lessee, the Illinois Northern Railroad."

Amend Paragraph 2, Section 1 (p. 2452), by adding thereto the following:

"Whenever said City shall lay out and open any new street or streets across the route and right of way of said Chicago and Illinois Western Railroad at any place where the tracks of said railroad are elevated, the said Chicago and Illinois Western Railroad shall, at its own cost and expense, construct and maintain suitable subways where such new streets cross its said railroad, and when such subways are constructed, the said Chicago and Illinois Western Railroad shall pave the roadway in such subways, construct the necessary sidewalks, maintain said pavement and said sidewalks at its own expense."

Amend Section 5 (p. 2456), by striking out the last sentence.

Amend Paragraph 1, Section 8 (p. 2457), by striking out from the 22nd line the words "for a period of ten (10) years."

Amend Paragraph 1, Section 8 (p. 2457), by striking out of the 28th line the words "for the period of ten (10) years."

Amend Paragraph 1, Section 8 (p. 2457), by inserting in the 35th line, after the word "conduit" the following:

"laid by any individual or private corporation."

Amend Paragraph 1, Section 8 (p. 2457), by inserting in the 37th line, after the word "done," the words "by any individual or private corporation."

Amend Paragraph 1, Section 8 (p. 2457), by adding the following:

"Provided, further, that the making of any public improvement by the City of Chicago or the repair of any sewer or water pipe or conduit or other thing belonging to the City of Chicago in any of said streets shall not relieve said Chicago and Illinois Western Railroad of its obligation to keep said street in repair."

Amend Paragraph 1, Section 8 (p. 2457), line 41, by striking out 'thirty (30)" and inserting "ten (10)".

Amend Paragraph 2, Section 8 (p. 2458), by striking out of the first and second lines the words "with the present material when the same is in good condition"
and inserting in lieu thereof the following:

"to a condition satisfactory to the Commissioner of Public Works."

Strike out Paragraph 5, Section 8 (p. 2458).

Amend Section 12, line 21 (p. 2459), by changing the word "oridnances" to "ordinances."

Amend Section 13 (pp. 2459 and 2460), by striking out the last sentence.

Amend Section 15, line 2, by striking out the words "in Section 14," and by changing the word "bond" in lines 2 and 5 to "bonds."

Ald. Race moved to amend the ordinance as follows:

Strike out all from and after the word "ordinance" in line 7, page 2456, up to and including the word "Works" in line 9.

Page 2456, amend by adding the following at the end of Section 4a:

"The said Chicago and Illinois Western Railroad shall erect and maintain

during the full term of this ordinance one street lighting lamp equivalent to nominal two thousand candle power at each street, alley or public way over or across which it is by this ordinance authorized to lay its tracks, or which may hereafter be laid out or opened up across the route and right of way of said Chicago and Illinois Western Railroad."

The motion prevailed.

Ald. Kohout moved to pass the ordinance as amended.

The motion prevailed and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Foreman, Pringle, Dailey, McCormick, Young, McCoid, Moynihan, Derpa, Harris, Fick, Scully, Cullerton, Hoffman, Uhlir, Riley, Considine, Harkin, Maypole, Smith, Nowicki, Sitts, Conlon, Powers, Bowler, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Reinberg, Blase, Larson, Wendling, Golombiewski, Hunt, Bihl, Kohout, Nolan, Race—47.

Nays—Brennan—1.

The following is the ordinance as passed:

AN ORDINANCE

Authorizing the Chicago and Illinois Western Railroad to construct, maintain and operate a railway across certain streets and alleys in the City of Chicago.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted unto the Chicago and Illinois Western Railroad, a corporation organized under and by virtue of the laws of the State of Illinois to construct, maintain and operate for a period of twenty (20) years from the passage, approval and acceptance of this ordinance, a railroad with two or more tracks, not exceeding four in all, as the said railroad may from time to time determine to be necessary, with such curves, spurs, side tracks, switches, sidings, turnouts, connections, telegraph wires, poles, telephones, signal and other devices as the said company may deem necessary for the operation of its said railroad; said telegraph and telephone poles to be placed on said right-of-way only, and no wire shall cross any street, alley or public place at a height less than twenty-two (22) feet above the grade of such street, alley or public place if paved or graded and the same height above the general level of the prairie where streets or alleys are not graded.

Paragraph 1. Beginning at the north and south center line of the west half (W. ½) of Section thirty-four (34), Township thirty-nine (39) north, Range thirteen (13), east of the third (3d) Principal Meridian, said line being the division line between the City of Chicago and the Town of Cicero, and continuing eastward parallel with, south of and adjacent to the south right-of-way line of the Chicago, Madison and Northern Railroad Company (Illinois Central Railroad Company) to a point three (300) feet west of the Atchison, Topeka and Santa Fe Railway or its lessee, the Illinois Northern Railroad, thence by a four (4) degree curve to the left to a grade crossing with the Atchison, Topeka and Santa Fe Railway or its lessee the Illinois Northern Railroad and the Chicago, Madison and Northern Railroad (Illinois Central Railroad), thence by a four (4) degree curve to the right to a point of tangent seven hundred and fifty (750) feet, more or less, east of the Atchison, Topeka and Santa Fe Railway or its lessee the Illinois Northern Railroad, thence still eastward by a line parallel with,

north of and adjacent to the original north right-of-way line of the Chicago, Madison and Northern Railroad Company (Illinois Central Railroad Company) to a point one hundred and fifty (150) feet east of Kedzie avenue, thence by a line curving toward the left to a line parallel with, north of and adjacent to the north right-of-way line of the Sanitary District of Chicago, thence along this last mentioned line to a curve to the left, connecting with the Pittsburgh, Cincinnati, Chicago and St. Louis Railway near Western avenue, as shown on plats hereto attached and made part of this ordinance, on, along, over, upon, and across such lots, lands and property as said Chicago and Illinois Western Railroad, its successors, assigns, or lessees now own or may hereafter acquire by lease, purchase, condemnation or otherwise.

Paragraph 2. The Chicago and Illinois Western Railroad is hereby authorized to operate said railroad with steam or such other motive power as it shall deem best; the privileges hereby granted, however, shall be enjoyed subject to all general ordinances that now are or hereafter may be enforced concerning railroads in the City of Chicago; and the proper authorities of the City shall have the right at any time to cause water supply pipes, gas pipes, and other necessary public improvements to be laid through, or across the route and right-of-way of said Chicago and Illinois Western Railroad at such points as it may select without any proceedings to condemn the property of said railroad for such purposes and without any compensation to said railroad or damage being paid therefor. The proper city officers shall have the right to lay out and open any new street or streets across the route and right-of-way of said Chicago and Illinois Western Railroad without any proceedings to condemn the same and without any compensation to said railroad for land taken or damage being paid therefor; and said railroad shall keep the crossings at such new streets in the same condition as provided by ordinance for streets that are crossed by railroads at grade.

Whenever said City shall lay out and open any new street or streets across the route and right of way of said Chicago and Illinois Western Railroad at any place where the tracks of said railroad are elevated, the said Chicago and Illinois Western railroad shall, at its own cost and expense, construct and maintain suitable subways where such new streets cross its said railroad, and when such subways are constructed, the said Chicago and Illinois Western Railroad shall pave the roadway in such subways, construct the necessary sidewalks, maintain said pavement and said sidewalks at its own expense.

Paragraph 3. The rights and privileges hereby granted to the Chicago and Illinois Western Railroad are upon the express condition that said Chicago and Illinois Western Railroad will elevate its roadbed and tracks as provided for in this ordinance, and shall from time to time hereafter, when required by the City Council of the City of Chicago, elevate that part of its roadbed and tracks wherein it is permitted to cross streets, alleys and public property at grade, to a height that will permit the traffic of the city to pass underneath its roadbed and tracks uninterrupted.

Beginning at a point in the center line of the west half (W. ½) of Section thirty-four (34), Township thirty-nine (39), North, Range thirteen (13), East of the Third (3d) Principal Meridian, said line being the division line between the City of Chicago and the Town of Cicero, as specified in Paragraph 1, at an elevation of about 19.4 feet above city datum, from said initial point the roadbed and tracks of said Chicago and Illinois Western Railroad shall continue in an easterly direction on a level for a distance of about seven-hundred (700) feet

to a point about in the east line of South Forty-fifth avenue where the same elevation of 19.4 feet above city datum shall be maintained, and crossing at grade in said mentioned course the roadbed and tracks of the Belt Railway Company of Chicago; thence said roadbed and tracks shall continue in an easterly direction on a descending gradient of about 0.10 per centum for a distance of about four thousand, three hundred (4,300) feet to a point about on the west line of Avers avenue where an elevation of about 15.0 feet above city datum shall be attained; thence said roadbed and tracks shall continue in an easterly direction on a level for a distance of about one thousand two hundred (1,200) feet to a point about one hundred and fifty (150) feet east of the center line of Lawndale avenue where the same elevation of 15.0 feet above city datum shall be maintained; thence said roadbed and tracks shall continue in an easterly direction on an ascending gradient of about 0.123 per centum for a distance of about seven hundred (700) feet to a point where an elevation of 15.86 feet above city datum shall be attained; thence said roadbed and tracks shall continue in an easterly direction on an ascending gradient of about 0.389 per centum for a distance of about two thousand three hundred and fifty (2,350) feet to a point about fifty (50) feet west of the west line of South Kedzie avenue where an elevation of about 25.0 feet above city datum shall be attained, and in said last mentioned course crossing at grade the roadbed and tracks of the Atchison, Topeka and Santa Fe Railway Company or its lessee the Illinois Northern Railroad Company and the Chicago, Madison and Northern Railroad Company (Illinois Central Railroad Company); thence said roadbed and tracks shall continue in an easterly direction on a level for a distance of about one thousand six hundred (1,600) feet to a point about eight hundred (800) feet east of the center line of the Bent bridge across the collateral ditch where the same elevation of 25.0 feet above city datum may be maintained; thence said roadbed and tracks shall continue in an easterly direction and on a level for a distance of about two thousand nine hundred (2,900) feet to a point about on the south line of Thirty-first street, where an elevation of about 25.0 feet above city datum shall be attained; thence said roadbed and tracks shall continue in an easterly direction curving to the north on a descending gradient of about 0.67 per centum for a distance of about six hundred (600) feet, more or less, to a connection with the roadbed and tracks of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company near Western avenue at an elevation of about 21.0 feet above city datum to the top of the rail, in accordance with plan hereto attached and made part of this ordinance.

Paragraph 4. Said railroad is hereby authorized to make such changes in the position and alignment of its main and side tracks, switch and "Y" connections as may be desirable in order to carry out the provisions of this ordinance.

Paragraph 5. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Provided, that no spur, sidetrack, switch, siding or turn-out shall be laid or maintained in any street or alley.

Section 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, broken-stone or whatever else may compose the surplus materials excavated from the subways and from the foundation pits and trenches along the line of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose

of the materials of which said embankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the lines of the right-of-way of said company such portion of said embankments at all such points shall be kept within said right-of-way lines by, or they shall be confined between retaining walls of stone, concrete or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to properly protect said right-of-way and to prevent trespassing thereon, then said retaining walls as aforesaid shall be surmounted with a suitable fence or railing, but whenever said retaining walls are not used at all the right-of-way of said railroad shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

SECTION 3. The said elevated tracks shall be carried across all intervening streets, avenues and alleys which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans whose superstructure shall consist of iron or steel girders with iron or steel main floor or ordinary track stringers; but should the latter method be adopted some suitable device shall be provided to prevent storm-water, oil, dirt and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns braced together laterally and erected on and anchored to masonry foundations constructed within the lines of the railroad's right-of-way and in center and curb lines of the intersecting avenues and streets; and said Chicago and Illinois Western Railroad shall light and keep in repair all subways underneath its elevated roadbed and tracks.

SECTION 4. Paragraph 1. Subways shall be constructed beneath the tracks of the Chicago and Illinois Western Railroad where said tracks are intersected and crossed by South Kedzie avenue, South California avenue, Thirty-first street, and Marshall boulevard.

Paragraph 2. At the intersection of South Forty-fifth avenue, the sixteen (16) foot alley midway between Hamlin and Bonney avenues, Bonney avenue, the sixteen (16) foot alley between Bonney and Lawndale avenues, and Lawndale avenue with the roadbed and tracks of said Chicago and Illinois Western Railroad there shall be constructed grade crossings which shall conform and be in accordance with the description and specifications, dimensions and other particulars contained in the schedule set forth in Section 4a of this ordinance.

SECTION 4a. The several subways and street grade crossings hereinbefore referred to in Section 4 of this ordinance and which shall be constructed with the roadbed and tracks upon which such tracks are to be placed, shall as to their size, dimensions, locations and other details be in accordance with the following schedule:

Subway in South Kedzie Avenue, Under the Chicago and Illinois Western Railroad. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 10.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in South California Avenue, Under the Chicago and Illinois Western Railroad. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 10.5 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Thirty-first Street, Under the Chicago and Illinois Western Railroad. (Street, 66 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 8.0 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection wtih the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Marshall Boulevard, Under the Chicago and Illinois Western Railroad. (Boulevard, 250 Feet Wide).

This subway shall be constructed in accordance with plans and specifications agreed upon between the West Chicago Park Commissioners and the above named railroad.

Grade Crossings over the Roadbed and Tracks of the Chicago and Illinois Western Railroad. (Streets, 66 Feet Wide).

The Chicago and Illinois Western Railroad shall construct at the intersections of the streets and alleys named in Section 4, Paragraph 2 of this ordinance, with the roadbed and tracks, a sufficient crossing of said streets and alleys and approaches from the north and south in said streets and alleys upon a gradient from the surface of said streets and alleys of not to exceed 3.5 feet in 100 feet; said crossings shall be well and sufficiently planked the width of said streets and alleys from gutter to gutter between and on the outside of its tracks, so as to permit vehicles to freely and safely cross the same; and shall keep the entire width of its right-of-way on any and all streets, alleys and highways crossed by its tracks during all the time to which the privileges hereby granted shall extend, whether such streets and alleys are now, or may hereafter be laid out, in good condition and repair in accordance with the terms of this ordinance; and the said condition and repair in accordance with the terms of this ordinance; and shall comply with any order or regulations that may be adopted by the City Council of the City of Chicago or ordered by the Commissioner of Public Works of said city in relation to such repairs.

The said Chicago and Illinois Western Railroad shall erect and maintain during the full term of this ordinance one street lighting lamp equivalent to nominal two thousand candle power at each street, alley or public way over or across which it is by this ordinance authorized to lay its tracks, or which may hereafter be laid out or opened up across the route and right of way of said Chicago and Illinois Western Railroad.

Section 4b. The grade of all the streets that intersect the approaches to subways as described in Section 4a of this ordinance, shall be depressed so as to conform to the grade of the approaches into such subways.

Section 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of the approaches connects with the present grade of street and said vertical curve shall extend not less than twenty (20) feet each side of said intersection of grades and the middle ordinate of the vertical curve shall be equal to one-half the difference between the elevation of the points on said intersecting grades.

Section 5. All such excavations shall be made in the streets as may be required for the depression of such subways and approaches thereto. But the depressed portion of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and similar substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found, shall be replaced or suitable expedients and arrangements shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by said railroad indicated in Section 4a, at its sole expense

and under the immediate supervision and to the entire satisfaction of the Commissioner of Public Works of the City of Chicago.

SECTION 6. The grade of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed in accordance with the provisions of this ordinance along the line of the several subways, shall be and the same are hereby changed so as to conform to the grades of said subways as they shall be depressed and constructed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several depressed subways provided for in this ordinance, by the construction of receiving basins properly located in or immediately adjacent to said subways which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways shall be below the grade of the adjacent sewers, some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said Chicago and Illinois Western Railroad at its own expense.

SECTION 8, Paragraph 1. The subways and approaches thereto so to be constructed by said Chicago and Illinois Western Railroad in said streets and avenues aforesaid shall all conform to the following structural requirements, viz.: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six (6) inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready for the brick wearing surface between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound, hard limestone or concrete masonry of standard dimensions and finish, and the sidewalks in the subways shall be finished and paved with Portland cement concrete of standard quality and workmanship; and the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago. The approaches to subways shall be excavated to the grade established by this ordinance and shall be in all other respects restored as near as may be to their former condition before being so excavated. Said Chicago and Illinois Western Railroad shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars conditioned that it shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, said railroad hereby agrees to keep and maintain the improvement made by it without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same, the necessity for which may be occasioned by or through the use of faulty material or workmanship; provided, however, said railroad shall not be required to keep or maintain any part of said improvement made under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit laid by any individual or private corporation in accordance

with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done by any individual or private corporation in accordance with or under the authority of a permit granted by the City of Chicago.

If said Chicago and Illinois Western Railroad shall fail, neglect or refuse to repair, keep and maintain the said work done by it in accordance with this paragraph within ten (10) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do, or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from the said railroad as is mentioned in this ordinance.

Provided, further, that the making of any public improvement by the City of Chicago or the repair of any sewer or water pipe or conduit or other thing belonging to the City of Chicago in any of said streets shall not relieve said Chicago and Illinois Western Railroad of its obligation to keep said street in repair.

Paragraph 2. As to the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored to a condition satisfactory to the Commissioner of Public Works by said Chicago and Illinois Western Railroad except that said railroad is not required to restore any part of the paving of approaches or subways which it may be the duty of any street railway company or other corporation itself to restore under existing laws and ordinances.

Paragraph 3. Said Chicago and Illinios Western Railroad shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said railroad as is mentioned in this ordinance, except that said railroad shall not be required to pave any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by said elevated railroad shall when and as the grade of such street shall be changed, as in this ordinance provided, at its own expense, without claim for damages conform the grade of its track or tracks to the said change of grade of said street and nothing in this ordinance shall operate or be held to relieve such street railway companies from any liability now existing, however created, to pave or bear the expense of paving such streets between or on either side of the rails of its said tracks in the manner and form as now required.

Section 9. All the work hereinbefore in this ordinance required to be done by said Chicago and Illinois Western Railroad or in connection with the public avenues and streets of the city, shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this ordinance so far as this ordinance contains specific provisions, and in the absence of such specific provisions if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

Section 10. Permission and authority is hereby given to said Chicago and

Illinois Western Railroad whenever the same shall be necessary in the prosecution of the work which it is herein authorized or required to perform, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works, and it is also hereby authorized whenever the same shall be necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of its said elevated railroad tracks, subject to like approval of the Commissioner of Public Works.

SECTION 11. The permission and authority hereby granted are upon the further express condition that the said Chicago and Illinois Western Railroad, its successors, lessees and assigns shall and will forever indemnify and save harmless the City of Chicago against any and all damages, judgments, decrees and costs and expenses of the same which it may suffer or which may be recovered or obtained against said city by reason of the granting of the privileges herein contained or for or by reason of or growing out of or resulting from the exercise by the said Chicago and Illinois Western Railroad of the privileges hereby granted or for or by reason of or growing out of or resulting from the passage of this ordinance or any matter or thing connected therewith, or for any act or acts of said Chicago and Illinois Western Railroad, its servants or agents, under or by virtue of the provisions of this ordinance.

SECTION 12. When said railroad in Section 1 of this ordinance mentioned shall have elevated its tracks in accordance with this ordinance, so that the same shall be ready for use, then and thereupon all provisions of the ordinances of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, the ringing of locomotive bells, the use of train or engine lights, the sounding of signals before starting trains, and the maintenance of gates, flagmen, watchmen, signals and signal towers shall cease to be applicable to said railroad where the roadbed and tracks are elevated, provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons save employes of said Chicago and Illinois Western Railroad in the discharge of their duties, to enter or be upon or to walk along or across the roadbed and tracks of said railroad at any place where the same are elevated. If any person shall willfully trespass upon said elevated roadway such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one hundred dollars for each and every offense. And provided, further, that nothing herein contained shall relieve said Chicago and Illinois Western Railroad, its successors, lessees or assigns from full compliance with any and all ordinances of the City of Chicago relating to the speed of trains and other incidents of operating railroads wherever the railroad company, its successors, lessees or assigns shall operate at grade.

SECTION 13. The permission and authority hereby granted are upon the express condition that the tracks hereby authorized shall be laid and in operation within three (3) years after the passage, approval and acceptance of this ordinance, but should the operation of the said tracks or any portion thereof be delayed by strike or strikes, riot or riots, or unavoidable accidents, or restrained by injunction or order or process of a court of competent jurisdiction, the time during which said railroad shall be so prevented as aforesaid, shall be added to the time hereby limited for

the completion of said work; provided said Chicago and Illinois Western Railroad give notice to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction or restraining order or for any other proper order in such suit.

SECTION 14. The Chicago and Illinois Western Railroad shall within six (6) months after the passage of this ordinance, procure and dedicate for the purpose of a public street, the following described property, to-wit: Beginning at a point in the west right of way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, thirty-three (33) feet north of the north line of Marshall boulevard, thence extending westerly for a distance of about eighty-five (85) feet more or less, to the east right of way line of the Chicago and Illinois Western Railroad, thence southwesterly along the east right of way line of said railroad to the north line of Marshall boulevard, a distance of thirty-three (33) feet at right angles to said Marshall boulevard, thence east along the north line of Marshall boulevard to the west right of way line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for a distance of about one hundred and ten (110) feet, thence north along the west right of way line of said railway to the place of beginning.

In case said Chicago and Illinois Western Railroad shall be unable to purchase said property, or any part thereof, described in this section, at a reasonble price, then the same shall be condemned by the City of Chicago for street purposes and the compensation and damages awarded in such proceedings, including court costs and all expenses of litigation that may be incurred in such condemnation proceedings, shall be paid by said Chicago and Illinois Western Railroad, and said railroad shall have the right to take part in said condemnation proceedings in behalf of the city, by counsel especially employed by it, and shall have the right to have all witnesses that it may name called to testify in said condemnation proceedings.

SECTION 15. This ordinance shall not take effect until after the Chicago and Illinois Western Railroad shall have executed a good and sufficient bond to the City of Chicago in the penal sum of twenty-five thousand ($25,000) dollars subject to the approval of the Mayor, conditioned that said railroad will observe, perform and carry out the provisions of this ordinance, and will pay all damages for which said city may become liable to any person or persons by reason of the said railroad entering or running through the portion of said city as aforesaid, or by reason of said Chicago and Illinois Western Railroad constructing, laying down, maintaining, operating or using said railroad track or tracks within said city, and conditioned also for the payment of all damages which may arise to the City of Chicago on account of any judgment or decree against said city, including all costs and expenses connected with the same that may at any time be obtained by any person or persons whomsoever by reason of said Chicago and Illinois Western Railroad constructing, laying down, maintaining, operating or using said railroad tracks as provided for herein.

SECTION 16. This ordinance shall take effect when the Chicago and Illinois Western Railroad shall file the bonds herein required and accept in writing, the terms and conditions of this ordinance; provided, that if said Chicago and Illinois Western Railroad shall not file an acceptance, in writing, of this ordinance, and the bonds herein required, within sixty (60) days from the passage hereof, then this ordinance shall be of no force and effect and all the rights herein granted shall absolutely cease and determine.

MISCELLANEOUS BUSINESS.

Ald. Young, for Ald. Bennett, moved to place on file the reports of the Committee on Finance on the claims of Fiorino Ciovino, Angelo Cozzolo and Michael Kane for refunds of saloon license fees, deferred and published January 2, 1907, pages 2443 to 2445, and the report of the same committee on a resolution for an investigation of the genuineness of signatures on the "Referendum Petition," deferred and published February 4, 1907, page 2857.

The motion prevailed.

ADJOURNMENT.

Ald. Bihl moved that the Council do now adjourn.

The motion prevailed, and the Council stood adjourned to meet on Thursday, April 4, 1907, at 7:30 P. M.

CITY CLERK.

PROCEEDINGS

OF THE

CITY COUNCIL

CHICAGO. ILLINOIS

Regular Meeting, Thursday April 4, 1907.

7:30 O'CLOCK P. M.

OFFICIAL RECORD.

Published by authority of the City Council of the City of Chicago, Saturday, April 6, 1907.

Present—His Honor, the Mayor, and Ald. Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan and Race.

Absent—Ald. Snow. Considine, Nowicki and Siewert.

QUORUM.

At. 7:30 o'clock, a quorum being present, the Mayor called the Council to order.

MINUTES.

Ald. Kohout moved to correct the printed minutes of the regular meeting held Saturday, March 30th, 1907, by striking out the words, "condition and repair in accordance with the terms of this ordinance, and the said," from the nineteenth line of page 3743.

The motion prevailed.

Ald. Kohout moved to approve the minutes, as corrected, without reading.

The motion prevailed.

Communications from the Mayor, Comptroller, Commissioner of Public Works, and All Other City Officers, Departments and Branches of the City Government.

The Clerk presented a report from His Honor, the Mayor, containing the following list of names of the persons released from the House of Correction during the two weeks ending March 30, 1907, together with the cause of each release:

John Tutka, released for Wm. G. Anderson.

Dwight A. Stiles, released for wife.

Jos. Regan, released for Jno. Casey.

John Connolly, released for Ald. Brennan.

Chas. Voygt, released for wife.

Frank Smejda, released for Ed. Cullerton.

Richard Maloney, released for Ald. O'Connell.

Richard Grunke, released for J. J. Tagney.

Daniel Dace, released for Ald. Daily.

John Anderson, released for Ed. Cullerton.

Frank Veba, released for Ald. Zimmer.

Andrew Aubin, released for daughter.

Jas. Jackson, released for Ald. Harkin.

Lila Thomas, released for sister.

Anson Bigelow, released for wife.

Burt Allen, released for sister.

Adam Weisgol, released for wife.

Nicholas Scherimer, released for wife.

John Brice, released for Ald. Considine.

W. S. Russell, released for J. C. Smith, Jr.

Geo. E. Roberts, released for Geo. Thompson.

Michael Cantwell, released for Ald. Conlon.

John Ginter, released for Hattie Ward.

Christ Johnson, released for D. W. Sullivan.

Frank Brejcha, released for wife.

John Green, released for Ald. Powers.

John Brown, released for Ald. Powers.

Emil Hymelik, released for wife.

Harry Johnson, released for J. W. Hamilton.

Jos. Silk, released for Harry White.

Matthew Knits, released for wife.

Geo. Williams, alias Wilson, released for Joliet Penitentiary.

Kitty Kirk, released for E. Freidlander.

Arthur Stickel, released for Ald. Sullivan.

John Miller.

Catherine Woods, released for husband.

Molly Prescott, released for C. F. Collins.

Chas. Foley, released for L. Ejhman.

Geo. A. Patterson, released for Chas. O'Byrne.

Cora Lewis, released for sister.

John Clune, released for mother.

Ernest Ott, released for father.

John Wallace, released for Salvation Army.

James McLain, released for Rev. J. F. Neenan.

Wm. Glasebrook, released for mother..

Ed. Burdell, released for N. Finkelberg.

James Garrity, released for sister.

James McDonald, released for A. T. Jones.

W. J. Hosman, released for A. T. Jones.

Stewart Erskine, released for Ald. Kenna.

Ed. Coleman, released for Jos. Coleman.

Henry Bey, released for Ald. Jacobs.

Jos. Holda, released for wife and son.

Joe Joel, released for G. W. Lederer.

James Hanson, released for Ed. Cullerton.

Henry O'Connell, released for Ald. Conlon.

Louis Friedman, released for Jewish Courier.

Chas. Katz, released for Jewish Courier.

Sam'l Silverstein, released for Jewish Courier.

Fred McGuire, released for Geo. Leppic.

Christopher Mangen, released for Jos. Sweeney.

Richard Roberts, released for Ald. Kenna.

Jas. O'Callaghan, released for mother and wife.

James Hendley, released for Chas. Meyer.

Frank Sticka, released for father.

Wm. Duggan, released for Ed. Cullerton.

Herman Eich, released for Detention Hospital.

John Ryan, released for Ald. Brennan.

Albert Murphy, released for Ald. Brennan.

Geo. Byrne, released for John Sullivan.

Walter Dill, released for wife.

John Slattery, released for Patrick White.

Richard Barry, released for Ed. Deidrich.

Owen Reavy, released for J. J. Broderick.

Which was ordered published and placed on file.

ALSO,

The following message:

MAYOR'S OFFICE,
April 3, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, the ordinance passed by your Honorable Body at the meeting of March 30, 1907, Council Proceedings 3726, authorizing James S. Kirk & Co. to construct, maintain and operate a subway across North Water street, for the reason that the blank left in the ordinance for the purpose of stating the depth beneath the surface of the street at which the subway is to be constructed has not been filled.

I would suggest a reconsideration of the vote by which the ordinance was passed and that the ordinance be referred to the Committee on Streets and Alleys, North Division, for further consideration.

Respectfully submitted,
E. F. DUNNE,
Mayor.

Ald. Sullivan moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Sullivan moved to refer the ordinance to the Committee on Streets and Alleys, North Division.

The motion prevailed.

ALSO,

The following veto message:

MAYOR'S OFFICE,
April 3, 1907.

To the Honorable, the City Council:

GENTLEMEN—I return herewith, without my approval, the ordinance passed by your Honorable Body at the meeting of March 30, 1907, Council Proceedings 3728, vacating a street or traveled roadway between Section 10 and 11 in Township 37 North, Range 14, East, for the reason that an error has been made in transcribing the ordinance and it does not clearly and distinctly appear from the ordinance that the beneficiaries thereof shall dedicate and open the proposed new street. As this ordinance is one of a permanent nature and the improvement is general, it occurs to me it would be well to reconsider the vote by which the ordinance was passed in order that the proposed amendment may be made.

I would suggest that Section 1 be amended by inserting after the word "until" in the third line of the second column the words "there shall have been dedicated and opened for public use." With this amendment the ordinance will accomplish the desired purpose.

Respectfully submitted,

E. F. DUNNE,

Mayor.

Ald. Bihl moved to reconsider the vote by which the ordinance referred to in the veto message of His Honor, the Mayor, was passed.

The motion prevailed.

Ald. Bihl moved that the ordinance be amended in accordance with the veto message of His Honor, the Mayor.

The motion prevailed.

Ald. Bihl moved the passage of the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The following is the ordinance as passed:

AN ORDINANCE

Vacating a street or traveled roadway on the dividing line between Sections ten (10) and eleven (11) in Township thirty-seven (37) north, Range fourteen (14) east of the third (3rd) principal meridian, and north of One Hundred and Third street and east of the right of way of the Illinois Central Railroad.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all that part of the forty (40) foot street or traveled roadway located on the line between Sections ten (10) and eleven (11), Township thirty-seven (37), north, Range fourteen (14) east of the third principal meridian, extending from the north line of 103rd street to a point that is 80 feet easterly from the easterly line of the right of way of the Illinois Central Railroad, as shown by the portion colored red and marked "hereby vacated" on the plat hereto attached, be and the same is hereby vacated; provided, however, that this ordinance shall not take effect and said roadway shall not be closed until there shall have been dedicated and opened for public use a new street 80 feet in width whose westerly line shall be the easterly line of the right of way of the Illinois Central Railroad extending from the north line of said Section eleven (11) southwesterly along the easterly line of said right of way to the south line of the Northeast Quarter of Section twenty-two (22) in said Township thirty-seven (37), as shown on the plat hereto attached, marked "to be dedicated to form part of Cottage Grove avenue."

SECTION 2. That said new street shall be opened and a plat of the same placed upon the public records within sixty (60) days of the passage of this ordinance.

SECTION 3. The said forty (40) feet of street or traveled roadway hereby vacated shall not be closed until the Pullman Company and the trustees of the Pullman Land Association, who are the legal holders and owners of the strip of land to be dedicated, shall have improved all that part of the strip of land

to be dedicated which lies north of 115th street and south of the north terminus of the street or roadway hereby vacated, such improvement to be similar in construction and in as good condition as the roadway hereby vacated, and to be subject to the approval of the Commissioner of Public Works, and such improvement to be made on or before the first day of September, 1907.

SECTION 4. This ordinance shall take effect from and after the day of its passage; provided, however, that if such new street is not dedicated or said improvement made within the time fixed, this ordinance shall be null and void.

CITY CLERK.

The City Clerk presented the following report of acceptances and bonds filed in his office since the last preceding meeting of the Council:

Acceptance and bond—Home Stove Works, ordinance of March 4th;

Acceptance and bond—American Rolling Mill Corporation, ordinance of March 4th;

Acceptance and bond—Pilsen Foundry and Iron Works, ordinance of March 11th;

Acceptance and bond—Charles Emmerich & Co., ordinance of March 18th;

Acceptance and bond—Chicago & Illinois Western R. R., ordinance of March 30, 1907.

Which was placed on file.

CITY COLLECTOR.

The Clerk presented the following report from the City Collector, which was ordered published and placed on file:

COLLECTOR'S OFFICE,
April 4, 1907.

To the Honorable, the Mayor, and the Council of the City of Chicago:

GENTLEMEN—I respectfully forward herewith the list of organizations to whom bar permits were issued under the ordinance of June 11, 1906, for halls at the addresses set opposite their names, since the last meeting of your Honorable Body.

Respectfully yours,
JOHN E. TRAEGER,
City Collector.

So. Side Liederkranz, 3143 South State street.

Modern Woodmen of America, 2494 Lincoln avenue.

Polish Natl. Ladies Alliance of America, 200 Division street.

Praha No. 740 Ct. of Honor, 1453 Trumbull avenue.

Norwegian Turner Society, 501 West North avenue.

St. Jacka Society, 684 West 17th street.

Krola Zymunda Society No. 1, 684 West 17th street.

Hanoveraner & Brannerschweiger Damen Verein, 519 Larrabee street.

Franklin Union No. 4, Washington boulevard and Curtis street.

Schwabischen Sangerbund, North avenue and Halsted street.

St. Wojiecha B. & M. Society, 125 Front street.

Polish Mans Society, 125 Front street.

The Benefit Society Perls of Humor, 125 Front street.

Ernestine Frauen Verein, 5212 South Halsted street.

Dovido Karoleus Society, 3119 South Morgan street.

Motiejan Walonszanski Society, 3119 South Morgan street.

Zither Club Harmonie, Larrabee street and North avenue.

Ring Lodge No. 8, I. O. S., 109 East Chicago avenue.

Co. A, Clan-na-Gael Guards, 12th street and 40th avenue.

St. Emanuel Ct. C. O. F., 1566 West 22d street.

Columbian Marines, U. P. of St. K., 1505 West 22d street.

Polish Cadets Society, 73 Front street.

St. Valentine Society, 876 Milwaukee avenue.

St. Andrew's Young Men's Society, 19th and Leavitt streets.

Seymour Benevolent Assn., 22d street and Wabash avenue. .

Pulaski Society, 494 Noble street.

Bohemian American Camp No. 30, U. S. W. V., 934 West 12th street.

The Norwegian society, 876 North Artesian avenue.

Chicago Gastronomic Benev. Society, 257 North Clark street.

Deutschen Freundschaftsbund, 1168 West 12th street.

Schiesswohl & Peterson Employes' Association, 1351 Diversey boulevard.

West Side Harmonic Society, 12th and Waller street.

Korner Lodge No. 756, I. O. O. F., Ashland avenue and Division street.

So. Side Hunting and Fishing Club, 4300 State street.

St. Hubert's Ct. C. O. F., 501 West North avenue.

Hiawatha Bowling and Benevolent Association, 53d street and Ashland avenue.

Danish Brotherhood Lodge No. 17, 876 North Artesian avenue.

Tenth Ward Guards, 720 Allport street.

Blue Point Benevolent Assn., 590 West 18th street.

St. George's Society, 9601 Ewing avenue.

Mellwood Ath. Assn., 1630 North Clark street.

Harugary Grand Lodge, 162 North Clark street.

Tow Bratniej Pomery St. Bartholomiejo, 147 West Chicago avenue.

Northwestern Ath. Assn., North & Milwaukee avenue.

Court Vlasta No. 122, 1201 West North avenue.

Morning Star Singing Society, 876 Milwaukee avenue.

Freis. Gemeinde, 876 Milwaukee avenue.

Danske Vaabenbeoedec, 876 Milwaukee avenue.

The Beanery Social Association, 463 West Belmont avenue.

Chicago Teamsters' Union, 262 Blue Island avenue.

Eighteenth Ward Ath. Club, Monroe and Peoria streets.

Le Mar Athletic Assn., 324 East Division street.

Irving Park Lodge No. 20, I. O. S., 695 Irving Park place.

Social Turn Verein, 701-07 East Belmont avenue.

Gesang Verein Frohsinn, 3143-7 State street.

Reliable Lodge No. 253, I. A. of M., 1168 West 12th street.

Gamischeer Chor N. O. D. E., 174 Clybourn avenue.

REPORTS OF VARIOUS COMMITTEES TO THE COUNCIL.

LOCAL TRANSPORTATION.

The Committee on Local Transportation submitted the following report:

CHICAGO, April 4th, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Local Transportation, to whom was referred an ordinance in favor of the Chicago Subway Company, referred April 11th, 1906; a petition of citizens of South Chicago, Hegewisch and Calumet region for improved street car transportation, referred May 14, 1906; an order relating to the paving of streets occupied by car tracks, referred May 7,

1906; an order in re improved street car service on Milwaukee avenue, referred May 14, 1906; an ordinance for improved service by the Chicago General Railway Company on 22d street, referred June 11, 1906; an order in re re-routing of North State street cars, referred June 19, 1905; an ordinance for improved service on Centre avenue, referred June 18, 1906; an ordinance in favor of the Ogden Street Railway Company, referred July 9, 1906; an order relating to the re-routing of North State street cars, referred September 24, 1906; an ordinance in favor of the Chicago Union Traction Company fixing schedule of service on Blue Island avenue and West 18th street lines, referred October 8, 1906; an order on the Union Traction Company to remove tracks on Racine avenue, between Webster and Garfield avenues, referred June 18, 1906; an ordinance providing for a four-cent fare, referred September 24, 1906; a communication from the Mayor and an order in re the "contract plan", referred October 9, 1905; an order in re vestibuling of cars on Consolidated Railway system, referred December 10, 1906; an ordinance amending Sections 1963 and 1964 of the Revised Municipal Code in re fenders, referred May 28, 1906; a communication from the Mayor and the Metropolitan West Side Elevated Railway Company in re opening front and rear doors of elevated trains, referred December 17, 1906; an order in re extension of tracks on North Western avenue north of Roscoe street, referred December 17, 1906; a petition of property owners on Langley avenue protesting against street cars on Langley avenue, referred December 17, 1906; an order relating to the running of 12th street, Madison and Lake street cars to the city limits, referred December 17, 1906; an amendment to the street railway ordinances providing for street cars on Diversey avenue, referred December 17, 1906; an amendment to the street railway ordinances providing for street cars on Southport avenue, referred December 17, 1906; a resolution in re questions to be propounded to the Union Traction Company, referred October 23, 1905; an ordinance in favor of the Chicago General Railway Company, referred October 29, 1906; a communication from the Chicago Federation of Labor with objections to the street railway ordinances, referred January 7, 1907; an order providing for street cars on Milwaukee avenue north of Lawrence avenue to the city limits, January 15, 1907; an order providing for a street railway on Robey street from Division street to North avenue, referred January 15, 1907; report of the Department of Transportation in re violations reported by the police, referred February 18, 1907; an ordinance in re submission of street railway ordinances to popular vote, referred February 11, 1907; a communication from the Corporation Counsel in re the General Electric Railway Company, referred January 4, 1907; communication and resolution from the Chicago Railways Company in re acceptance of traction ordinances, referred February 11, 1907; communication from the Chicago City Railway Company in re acceptance of traction ordinance, referred January 15, 1907; a communication from the Mayor in re passage of street railway ordinances without a referendum, January 7, 1907; a communication from William Kent in re street car service on 47th and 55th streets, dated January 29, 1907; communications from Bion J. Arnold and L. E. McGann, Comptroller, in re filing of appraisal inventory of street railway properties with the City Comptroller, dated February 1st to February 4th, 1907; an opinion from the law department in re status of street railway operating on Ashland avenue, referred January 2, 1907; protest against street railway on Langley avenue and 38th street, referred January 2, 1907; an order in re street railway on Milwaukee avenue from Lawrence avenue to Norwood Park, referred January 2, 1907; an order for street car service on 48th avenue from North avenue to Milwaukee avenue, re-

ferred January 2, 1907; an order for street car service on 40th avenue from Elston avenue to North avenue, referred January 2, 1907; an order for street railway on Elston avenue from Montrose avenue to Forest Glenn, referred January 2, 1907; a communication in re Cook system of elevated electric railways, referred May 15, 1905; an opinion from the law department in re installation of trolley on 18th street from State street to Wabash avenue, dated March 9, 1906; a communication from the Southwest Improvement Association in re street car service on Auburn avenue, referred February 5, 1906; communications and report from the City Engineer in re tests made to lessen noise on elevated railroads, February 21, 1906; communication from the Street Railway Employees' Association, dated September 12, 1906; ordinance Union Traction to improve service on West Madison street, June 18, 1906; having had the same under advisement, beg leave to report and recommend that same be placed on file.

CHARLES WERNO,
Chairman.

Ald. Werno moved to concur in the report.

The motion prevailed.

STREETS AND ALLEYS, WEST DIVISION.

The Committee on Streets and Alleys, West Division, submitted the following report, which was, on motion of Ald. Harris, deferred and ordered published:

CHICAGO, April 4, 1907.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Streets and Alleys, West Division, to whom was referred an ordinance vacating part of West Taylor street through W. J. and D. F. Anderson's Sub., having had the same under advisement, beg leave to report and recommend the passage of the accompanying substitute ordinance, with compensation as fixed by the Committee on Compensation:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That all of that part of West Taylor street adjoining Lots twenty-five (25) to thirty-seven (37), both inclusive, in Block two (2), in W. J. and D. F. Anderson's Subdivision of Sub-block one (1), except the west one hundred (100) feet of the south one-half (½) thereof, of Block five (5), and all of sub-block one (1) of Block six (6), all in Circuit Court Petition, being a subdivision of the west one-half (W. ½) of the southwest one-quarter (S. W. ¼) of Section fourteen (14), Township thirty-nine (39) north, Range thirteen (13) east of the Third Principal Meridian in Cook County, Illinois, as shown in red and marked "to be vacated" on the plat hereto attached, which is hereby made a part of this ordinance, be and the same is hereby vacated, inasmuch as said street is no longer required for public purposes and the public interest will be subserved by this vacation.

SECTION 2. The vacation herein provided for is made upon the express condition that within thirty (30) days after the passage of this ordinance John Rogers, who shall derive pecuniary benefit from the above vacation, shall pay to the City Collector of the City of Chicago the sum of thirteen hundred forty-five and ninety-four one-hundredths ($1,345.94) dollars; and further that the said John Rogers shall file within thirty (30) days in the office of the Recorder of Deeds of Cook County, Illinois, a plat showing such vacation, and in case of failure to pay compensation as aforesaid, or to record the plat as aforesaid, within said thirty (30) days this ordinance shall be null and void and of no effect.

SECTION 3. This ordinance shall take effect and be in force from and after its

passage, subject, however, to the conditions of Section 2 as provided herein.

A. J. Harris,
Joseph Z. Uhlir,
M. D. Dougherty,
N. R. Finn,
Peter Reinberg,
George F. Harding, Jr.

SELECT COMMITTEE TO INVESTIGATE WORKING OF SPECIAL ASSESSMENT LAWS.

The select committee of three members of the Committee on Special Assessments and General Taxation, appointed in accordance with Council order of December 17, 1906, page 2375, submitted the following report, which was, on motion of Ald. O'Connell, deferred and ordered published:

Chicago, Ills., March 13, 1907.

Honorable Edward F. Dunne, Mayor, and Members of the City Council:

Gentlemen—The undersigned committee, appointed by His Honor, the Mayor, in accordance with the order of Council, to visit the different cities for the purpose of investigating the workings of the special assessment laws in the different municipalities with a view of securing information and suggestions to be incorporated in amendments to the present special assessment laws, looking toward the enactment of laws which would enable the City of Chicago to pay contractors cash for public improvements constructed by special assessment, beg leave to report:

Your Committee, together with the Secretary of the Board of Local Improvements, visited the cities of Philadelphia, New York, Boston, and Washington, and, with the aid and courtesies extended to us by the public officials of these different cities, thoroughly investigated the workings of their special assessment laws. In not one of these cities did we obtain any information which would in the least aid us in framing legislation such as is desired and was intended by the order of the Council—in fact, our investigations led us to the conclusion that while there are without doubt defects in our present special assessment laws, nevertheless as our laws stand now they are far superior, both from the property owners' standpoint and from the city's standpoint, to any laws governing the municipalities visited.

A careful study of the situation, however, leads us to believe that still greater benefits than already exist could be brought about by putting into operation the plan suggested by this Council in the resolution passed.

We are of the opinion, though, that in order to bring about this desired result, it would be necessary to revise to quite an extent, the present special assessment procedure, and this work is of such magnitude and must be so carefully and fully considered and worked out that, we would recommend, either some existing committee or a special committee, appointed by His Honor, the Mayor, be authorized to take up the whole subject matter and frame and revise the present special assessment procedure, so as to carry into effect the intent and purposes of the former resolution passed by this Council.

Respectfully submitted,
P. J. O'Connell,
Daniel V. Harkin,
Committee.

All Matters Presented by the Aldermen, Also Special Assessment, Improvement, and Repealing Ordinances Submitted by the Board of Local Improvements, Arranged as to Ward Numbers, Beginning with the First Ward.

FIRST WARD.

Ald. Coughlin presented the claim of John Refakes for refund of water tax, which was

Referred to the Committee on Finance.

FOURTH WARD.

Ald. Richert presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to place gas lamps on 29th street, between Princeton and Stewart avenues.

FIFTH WARD.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for curbing, filling and paving with asphalt South Hoyne avenue, from 33d street to 35th street (deferred February 18, 1907).

Ald. Martin moved to approve the estimate and pass the ordinance.

The motion prevailed and the estimate was approved and the ordinance passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

SIXTH WARD.

Ald. Young (and others) presented the following order (petition attached), which was, on motion, duly passed:

Be it Ordered, By the City Council, City of Chicago, that the City Electrician is hereby authorized and directed to install electric arc lighting lamps, three lamps to each block, upon 43d street, between State street and Cottage Grove avenue.

Ald. Young (and others) presented an order for paving, with granite blocks, State street from 39th street to 63d street. which was

Referred to the Board of Local Improvements.

SEVENTH WARD.

TIME FIXED FOR NEXT REGULAR MEETING.

Ald. Bennett presented the following ordinance:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the next regular meeting of the City Council of the City of Chicago, to be held after the meeting of April 4th, 1907, be and the same is hereby fixed to be held Monday, April 15th, 1907, at 7:30 P. M.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

Ald. Bennett presented the following ordinance:

AN ORDINANCE

Fixing the amount of the City Treasurer's bond.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That the penalty of the bond to be given by the City Treasurer for the ensuing term shall be two million dollars ($2,000,000).

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

Ald. Bennett presented the following order:

Ordered, That the Corporation Counsel be and he is hereby directed to draw a voucher in favor of Charles D. Bradley for the sum of seventy-five dollars ($75) in full for services rendered the City of Chicago for the Department of Weights and Measures, from January 1, 1907, to April 1, 1907, and the City Comptroller is directed to charge such amount, together with the sum of two hundred and twenty-five dollars ($225) heretofore paid said Bradley on account of such services, against the sum appropriated for the Prosecuting Attorney's office.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

Ald. Bennett presented the following order:

Ordered, That the Commissioner of Public Works be and he is hereby authorized to enter into a contract with M. H. McGovern for repairing the eight and a half foot sewer just north and parallel to the sixteen foot conduit in Lawrence avenue without advertising, the expense of said work not to exceed seven thousand dollars, in accordance with his recommendation of April 4th, 1907, attached hereto.

Which was, by unanimous consent, on motion of Ald. Bennett, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The Board of Local Improvements submitted an ordinance repealing an ordinance for the improvement of 62d street, from Cottage Grove avenue to Madison avenue (deferred April 11, 1906).

Ald. Bennett moved to place the ordinance on file.

The motion prevailed.

EIGHTH WARD.

Ald. Moynihan presented an ordinance for a prohibition district bounded by Jackson Park avenue, Pittsburg, Ft. Wayne & Chicago R. R. right of way, Marquette avenue and 94th street.

Ald. Moynihan moved to pass the ordinance.

Objection having been raised to the consideration of the question, Ald. Moynihan moved to suspend the rules temporarily for the purpose of considering the ordinance.

The motion to suspend the rules prevailed by yeas and nays as follows:

Yeas—Dixon, Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Sitts, Dever, Stewart, Finn, Foell, Werno, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Golombiewski, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—43.

Nays—Kenna, Coughlin, Harding, Cullerton, Hoffman, Schermann, Brennan, Conlon, Powers, Bowler, Reese, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Wendling—17.

Ald. Moynihan moved to pass the ordinance.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Harding, Dixon, Foreman, Pringle, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Sitts, Dever, Stewart, Finn, Reese, Foell, Werno, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Golombiewski, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Nolan, Race—43.

Nays—Kenna, Coughlin, Cullerton, Hoffman, Schermann, Brennan, Conlon, Powers, Bowler, Sullivan, Dougherty, Jacobs, Hahne, Krumholz, Wendling—15.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That no license be hereafter issued to keep a saloon or dramshop within that portion of the City of Chicago described as follows, to-wit: Commencing at the intersection of the south line of 94th street produced and center line of Jackson Park avenue; thence north along the center line of Jackson Park avenue to the southwesterly line of the right of way of the Pittsburg, Ft. Wayne and Chicago Railroad; thence southeasterly along the said southwesterly line of the right of way to the center line of Marquette avenue; thence south along the center line of Marquette avenue to the south line of 94th street; thence west along the south line of 94th street produced, to the place of beginning; all the said lines being intended to form continuous boundaries, and running across streets and alleys so as to form such continuous lines, whether so specified in the foregoing description or not.

SECTION 2. The territory lying within the boundaries above mentioned shall be deemed and known as a prohibition district within which it shall not be lawful for any such license to be granted.

SECTION 3. This ordinance shall take effect from and after its passage.

TENTH WARD.

Ald. Scully presented an order to pay

oilers, coal-passers and single rig expressmen in the electrical department the same rate of wages as now paid similar employes in other city departments, which was

Referred to the Committee on Finance.

The Board of Local Improvements submitted a recommendation, estimate and ordinance for a cement sidewalk on both sides of Fisk street from West 16th street to Lumber street (deferred April 30, 1906).

Ald. Hurt moved to place the ordinance on file.

The motion prevailed.

ELEVENTH WARD.

Ald. Cullerton presented the following order:

Ordered, That the Comptroller be and he is hereby authorized and directed to pay for the operation of the reduction plant for the months of January, February, March and April, 1907, and charge same to miscellaneous funds appropriated for the Department of Health.

Which was, by unanimous consent, on motion of Ald. Cullerton, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

FOURTEENTH WARD.

Ald. Maypole presented the claims of Robert E. Folk and Benjamin Roper for wages during illness, which were

Referred to the Committee on Finance.

FIFTEENTH WARD.

Ald. Beilfuss presented the claim of Charles Barisch for rebate of water tax, which was

Referred to the Committee on Finance.

SIXTEENTH WARD.

Ald. Schermann presented an ordinance and petition in favor of Moeller Bros. for a covered passageway across alley, which was

Referred to the Committee on Streets and Alleys, West Division.

Ald. Schermann presented the following orders, which were, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to the Krause Savings Bank to erect an iron pole in front of No. 997 Milwaukee avenue for a combination gas and electric arc light.

Ordered, That the City Comptroller be and he is hereby directed to furnish the members of the City Council a printed list of all employes on the city pay roll, giving their names, address, salary and the ward they reside in.

SEVENTEENTH WARD.

Ald. Sitts presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Union Furniture and Carpet Co. to erect a band stand in front of premises No. 838 Milwaukee avenue for a period of one day (April 13).

EIGHTEENTH WARD.

Ald. Brennan presented an ordinance

in favor of the Chicago Butchers' Packing Company for a canopy over sidewalk, which was

Referred to the Committee on Streets and Alleys, West Division.

NINETEENTH WARD.

Ald. Powers presented an order to pay firemen, coal passers and oilers at the Thirty-ninth Street Pumping Station the same rate of wages as is paid to similar employes in other pumping stations, which was

Referred to the Committee on Finance.

TWENTY-SIXTH WARD.

Ald. Lipps presented the following order, which was, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to install two gas lamps on Cullom avenue, in front of the Ravenswood Presbyterian Church, located at Cullom and Hermitage avenues.

TWENTY-EIGHTH WARD.

Ald. Larson presented the claim of Bethel Lutheran Church for refund of water tax, which was

Referred to the Committee on Finance.

TWENTY-NINTH WARD.

Ald. Wendling presented the following orders, which were, on motion, duly passed:

Ordered, That the City Electrician be and he is hereby directed to erect electric lights on Marshfield avenue between 47th street and 54th street.

Ordered, That the Commissioner of Public Works be and he is hereby directed to issue a permit to Union Furniture & Carpet Co. to erect a band stand 4 ft. by 8 ft. in front of 4705 South Ashland avenue, for a period of one day, April 20, 1907.

Ordered, That the City Electrician be and he is hereby directed to erect electric lights on 54th street, between Ashland avenue and Loomis street.

Ald. Golombiewski presented the claim of Swift & Company for rebate of water tax, which was

Referred to the Committee on Finance.

THIRTY-SECOND WARD.

Ald. Badenoch presented the claim of Mrs. L. Dreuthe for refund for repairs to water service pipe, which was

Referred to the Committee on Finance.

THIRTY-THIRD WARD.

Ald. Bihl presented the following order, which was, on motion, duly passed:

Ordered, That the Commissioner of Public Works be and he is hereby authorized and directed to issue a permit to Martin E. Nelson and D. L. Jones, president and secretary respectively of the West Pullman Improvement Association (incorporated), authorizing the use of city water from fire hydrants, without cost, from April 1, 1907, to November 15, 1907, in consideration of the cleaning of the following streets: 120th street, from Halsted street to Yale avenue; Lowe avenue, Wallace street, Parnell avenue, Butler street, Eggleston avenue, Stewart avenue, Harvard avenue and Yale avenue, all between 119th street and 121st street, said permit to contain a condition that if said Martin E. Nelson and D. L. Jones shall fail to clean said streets or any of them to the satisfaction and approval of the Commissioner of Public Works, or if said water is used for any other purpose than street sprinkling, they shall pay to the city the full rate for all water used from the date of the issuance of said permit, and if said Martin E. Nelson and D. L. Jones shall fail to comply with the conditions of said permit, the Mayor shall revoke the same, and no other permit shall be issued to said Martin E. Nelson and D. L. Jones until all charges have been paid.

THIRTY-FOURTH WARD.

Ald. Kohout presented the following order:

Ordered, That the Commissioner of Health be and he is hereby authorized and directed to advertise for bids for the operation of reduction plants from May 1st, 1907, for one year.

Which was, by unanimous consent, on motion of Ald. Kohout, duly passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

UNFINISHED BUSINESS PENDING BEFORE THE COUNCIL.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on an ordinance licensing and regulating bathing beaches, deferred and published July 9, 1906, page 1,200, and deferred March 4, 1907, page 3,395.

Ald. Moynihan moved to amend Section 3 of the ordinance recommended by the committee by striking therefrom the word and figures, "twenty-five ($25.00)" and by inserting in lieu thereof the word and figures, "fifteen ($15.00)".

The motion prevailed.

Ald. Dever moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The following is the ordinance as passed:

AN ORDINANCE

Be it ordained by the City Council of the City of Chicago:

SECTION 1. It shall be unlawful for any person, persons or corporation to carry on, engage in or conduct what is commonly known as a boating, fishing or bathing beach in any of the public waters of the City of Chicago, where a charge is made for the use of such beach, or where bathing suits, boats or fishing tackle are let and rented for hire, without first having obtained a license as hereinafter provided.

SECTION 2. Any person, persons, or corporation desiring to carry on, engage in or conduct such boating, fishing or bathing beach, shall make application in writing to the Mayor of the City of Chicago, for a license so to do, stating therein the name and residence of the applicant, the place and character of the proposed beach, and the size, number and character of the boats to be used or rented at said place. Such application shall be accompanied by a certificate of the Commissioner of Health of the City of Chicago, approving the location of the proposed beach, stating whether the water

at such location is in a sanitary condition and whether the boats to be used by, or rented to, the public at such beach are properly constructed and equipped and suitable for the use of the general public at such beach. If from such certificate it appears that the Commissioner of Health approves the proposed location of said beach, that the water is in a sanitary condition, that the boats to be used by, or rented to, the public are properly constructed, and safe for public use at such beach, and if the Mayor shall be satisfied that the applicant is of good moral character, he shall grant, and cause to be issued to such applicant, a license to establish and conduct such beach at the location set forth in said application upon payment by said applicant of the license fee as hereinafter provided.

SECTION 3. All persons or corporations to whom licenses are issued under the provisions of this ordinance shall pay to the City Collector at the time such license is issued an annual fee of fifteen ($15.00) dollars.

SECTION 4. It shall be the duty of every person or corporation to whom is granted a license to establish and conduct a bathing, boating or fishing beach, as herein provided, to have present at such beach at all hours during which the same is open to the public, a person skilled as a swimmer and in the management of boats, to act in the capacity of a life saver, whose duty it shall be to keep a lookout for the safety of the patrons of such beach and go immediately to the rescue of such as may be placed in a position of danger by the capsizing of a boat or otherwise.

SECTION 5. Any person or corporation, who shall establish, conduct, maintain or manage any such fishing, boating or bathing beach in any of the public waters of the City of Chicago, without first having obtained a license therefor, as provided herein, shall be fined not less than five ($5.00) dollars or more than two hundred ($200.00) dollars, for each offense. Any person or corporation to whom a license has been granted to establish and conduct a beach under the provisions of this ordinance, who shall fail to have present at such beach at all times during which the same is open to the public, a skilled person to act as a life saver, as required by Section 4 of this ordinance, shall be fined ten ($10.00) dollars, for each day such beach is conducted without having such life saver present.

SECTION 6. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on an ordinance amending Section 2478 of the Revised Code of 1905 concerning deceit or fraud in regard to measurement or weight of commodities, deferred and published March 4, 1907, page 3,350.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 2478 of the

Revised Municipal Code of Chicago of 1905, as amended November 26, 1906, be amended so as to read as follows:

2478. (Deceit or Fraud in regard to Measurement or Weight of Commodities.) All corn in the ear, potatoes, coal, large fruits, coarse vegetables and all bulky articles sold or offered for sale by dry measure shall be sold by heaped measure, and all commodities sold by heaped measure shall be duly heaped up in said measure in the form of a cone, the top of the outside measure by which the same shall be measured to be the limit of the base of such cone, and such cone to be as high as the nature of the article to be measured will admit the cone to be heaped.

Any person or corporation who shall practice deceit or fraud of any kind whatsoever in the sale of any commodity or article of merchandise of any kind whatsoever, whether sold by dry measurement or liquid measurement or linear measurement, or superficial measurement, or cubic measurement, or by weight, or by any unit of enumeration used in determining or measuring quantity, by selling or offering for sale any commodity or article of merchandise of any kind whatsoever, in quantities of less weight or measure or enumeration than the weight or measure or enumeration represented by the vendor or his agent or employe upon such sale or offer of sale, or who shall sell or offer for sale any commodity in any receptacle containing a less quantity than is represented at the time of such offer or sale to contain, or any article measured by dry measure that shall not be a heaped up measure in accordance with the provisions of this section, or who shall sell, or offer for sale, any article of dry measurement, in other than legal dry measure, or any article of liquid measurement in other than a legal liquid measure, or in any measure which has not been inspected and sealed by the Inspector of Weights and Measures in accordance with and pursuant to the provisions of this chapter, shall be fined not less than twenty-five dollars nor more than one hundred dollars for each offense; *Provided*, however, that nothing herein contained shall be taken or construed or shall operate to dismiss, or in anywise affect the prosecution of any suit, now pending, for the violation of any provisions of said Section 2478 as originally enacted, or as amended November 26, 1906.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on a communication from the Commissioner of Public Works concerning the placing of flagmen at street crossings along the tracks of the Illinois Central Railroad Company, (recommending the passage of an ordinance amending Section 1991 of the Revised Municipal Code of 1905, deferred and published March 18, 1907, page 3553.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That Section 1991 of the Revised Municipal Code of Chicago of 1905 be and the same hereby is amended so as to read as follows:

1991. **Flagmen at Crossing.**] Every person or corporation owning or operating a steam railway, whose track or tracks cross or intersect at the street level, any street car track or tracks, or any street or highway within the City of Chicago, shall station, keep and maintain from the hours of six o'clock A. M. to seven o'clock P. M. of each day, without expense to the city, at each and every such crossing or intersection, a flagman whose duty it shall be to signal all persons of the approach of any engine, or any car or train of cars, and also to warn them of any existing or impending danger.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and due publication.

The Clerk, on motion of Ald. Dever, presented the report of the Committee on Judiciary, on an ordinance permitting and regulating newspaper stands on street corners, deferred and published March 18, 1907, page 3554.

Ald. Dever moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. The Commissioner of Public Works is hereby authorized to permit stands to be maintained on the public streets between the hours of 5 A. M. and 8 P. M., which shall be used for the purpose of exhibiting for sale, daily newspapers printed and published in Chicago. Such stands as authorized shall not exceed 3 feet 6 inches in height, 22 inches in width and 14 inches in depth, and nothing shall be exhibited, offered or sold therefrom except daily papers as above described. All such stands shall be removed at the discretion of the Mayor or Commissioner of Public Works.

SECTION 2. This ordinance shall be in force and effect from and after its passage.

The Clerk, on motion of Ald. Hoffman presented the report of the Committee on Health Department, on an ordinance authorizing the Commissioner of Health to contract for the removal of stagnant water, offal, etc., deferred and published December 10, 1906, page 2309, and deferred March 18, 1907, page 360

Ald. Hoffman moved to adopt the amendments to the ordinance under consideration, published March 18, 1907, page 3601.

After debate, Ald. Hoffman moved to refer the ordinance and amendments to the Committee on Finance.

The motion prevailed.

The Clerk, on motion of Ald. Kohout, presented the report of the select committee on Track Elevation, on an ordi-

nance providing for the elevation of the roadbed and tracks of the Chicago Terminal Transfer Railroad Company from 500 feet south of Irving Park boulevard to Montrose avenue, deferred and published December 3, 1906, page 2196.

Ald. Kohout presented the following amendment to the ordinance under consideration:

Amend by inserting after Section 13 the following, to be Section 13½:

"SECTION 13½. The Chicago Terminal Transfer Railroad Company shall within sixty (60) days after the passage and approval of this ordinance procure and dedicate for the purpose of a public street, the easterly twenty-six (26) feet of Lots one (1) and seventeen (17) in Block fifty-nine (59), and also the easterly twenty-six (26) feet of Lots one (1) and twenty-one (21), in Block sixty (60) in Lombard's Addition to Montrose, being a Subdivision of that part of the southwest (S. W. ¼) quarter of the southwest (S. W. ¼) quarter of Section 15, Township 40, North, Range thirteen (13), east of the Third (3d) Principal Meridian, which lies west of the Chicago, Milwaukee and St. Paul Railway; and in lieu thereof the City of Chicago agrees to vacate the easterly twenty-six (26) feet of Clover street lying between the north line of West Belle Plaine avenue and the north line of Irving Park boulevard."

Ald. Kohout moved to adopt the amendment.

The motion prevailed.

Ald. Kohout moved to pass the ordinance as amended.

The motion prevailed, and the ordinance as amended was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon, Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The following is the ordinance as passed:

AN ORDINANCE

Granting permission unto the Chicago Terminal Transfer Railroad Company to construct, maintain and operate certain railroad tracks.

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority are hereby granted unto the Chicago Terminal Transfer Railroad Company and its lessees, successors and assigns to construct, maintain and operate a railroad with one, but not to exceed four tracks, with the necessary and convenient side tracks, turnouts, switches and appurtenances over, upon and along such lands as it now holds or has acquired the right to lay railroad tracks upon, or which it may acquire by purchase, lease, condemnation or otherwise; also telegraph poles and wires and other facilities for telegraphing over, along and upon the following route, said telegraph and telephone poles to be on the said company's right-of-way only:

Paragraph 1. Beginning at the railroad of the Chicago and Northwestern Railroad at some convenient point not more than five hundred (500) feet south of Irving Park Boulevard, in the northwest quarter of Section twenty-two (22), Township forty (40) North, Range thirteen (13), East of the Third (3d) Principal Meridian, and running thence northwesterly along a line west of and not more than two hundred (200) feet distant from the right-of-way of the Chi-

cago, Milwaukee and St. Paul Railroad Company to a point not more than five hundred (500) feet north of Hutchinson street; thence westerly to an intersection with the north and south center line of Section sixteen (16), in the township and range aforesaid, and not more than one thousand (1,000) feet from the east and west center line of said Section sixteen; thence northwesterly and westerly to an intersection with the west line of said section at a point not more than one thousand (1,000) feet north of the east and west center line of said Section sixteen, thence west to the city limits. The said railroad company shall have the right and privilege to construct said tracks, turnouts, switches and appurtenances along, upon, over and across any and all intervening streets, alleys and public places along said route at grade except as hereinafter specified and provided in Paragraph 3, Section 1 of this ordinance. Provided, however, that said railroad company in crossing any such intervening street, alley or public place shall be limited to a space not to exceed sixty-six (66) feet in width of any such street, alley or public place.

Paragraph 2. The permission and authority hereby granted are upon the express condition that the said Chicago Terminal Transfer Railroad Company shall and will forever indemnify and save harmless the City of Chicago against and from any and all damages, judgments, decrees and costs and expenses of the same which it may suffer or which may be recovered or obtained against said city for or by reason of the granting of such privileges and authority, or for or by reason or growing out of or resulting from the passage of this ordinance or any matter or thing connected therewith, or with the exercise by said company of the privileges hereby granted.

Paragraph 3. The rights and privileges hereby granted to the Chicago Terminal Transfer Railroad Company are upon the condition that said railroad company shall elevate its proposed roadbed and tracks from a point about five hundred (500) feet southeasterly of Irving Park boulevard where an elevation of not less than 40.9 feet above city datum shall be attained and which has been established by ordinance for the elevation of the roadbed and tracks of the Chicago, Milwaukee and St. Paul Railroad and the Chicago and Northwestern Railroad Companies, passed by the City Council of the City of Chicago on February 21st, 1898, and published on pages 1722 to 1742 inclusive, of the Official Council Proceedings. From said initial point the proposed elevated roadbed and tracks of said Chicago Terminal Transfer Railroad Company shall continue in a northwesterly direction on a level for a distance of about five hundred (500) feet to a point about thirty feet north of the north line of Irving Park boulevard, where an elevation of not less than 40.9 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northwesterly direction on an ascending gradient of about 0.10 per centum for a distance of about one thousand seven hundred and sixty (1,760) feet to a point about on the east line of North Forty-seventh avenue, where an elevation of not less than 42.7 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a northwesterly direction curving to the west on an ascending gradient of about 0.21 per centum for a distance of about five hundred (500) feet to a point about ten feet west of the west line of North Forty-eighth avenue, where an elevation of not less than 43.75 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on an ascending gradient of about 0.29 per centum for a distance of about one thousand four hundred (1,400) feet to a point about ten feet west of the west line of Milwaukee avenue where an ele-

vation of not less than 48.0 feet above city datum shall be attained; thence said elevated roadbed and tracks shall continue in a westerly direction on a level for a distance of about one thousand two hundred (1,200) feet to a point about on the center line of North Fifty-second avenue and West Cullom avenue, where the same elevation of about 48.0 feet above city datum shall be maintained; thence said proposed elevated roadbed and tracks shall continue in a westerly and northwesterly direction on a level for a distance of about nine hundred (900) feet to a point about on the center line of Montrose avenue and North Fifty-third avenue, where the same elevation of about 48.0 feet above city datum shall be maintained, thence said proposed elevated roadbed and tracks shall continue in a northwesterly direction curving to the west and may descend on the most suitable gradient convenient and practicable for the operation of said railroad company to a connection with its present tracks.

Paragraph 4. Said railroad company is hereby authorized to make such changes in the position and alignment of its main and side tracks and switch connections as may be desirable in order to carry out the provisions of this ordinance.

Paragraph 5. All elevations of railroad tracks mentioned in this ordinance shall refer to the top of the rail.

Section 2. The embankment or embankments on which said elevated roadbed shall be constructed within the aforesaid limits shall be composed of cinders, slag, sand, clay, gravel, loam, brokenstone or whatever else may compose the surplus material excavated from the subways and from the foundation pits and trenches along the line of said work. The side slopes and lateral dimensions of said embankments will be fixed and determined by the natural angle of repose of the materials of which said embankments may be constructed, but whenever it may become necessary for the purpose of keeping said embankments entirely within the right-of-way of said company such portion of said embankments at all such points shall be kept within said right-of-way lines by, or they shall be confined between retaining walls of concrete, stone or brick masonry; provided, however, that whenever said retaining walls are of insufficient height to properly protect said right-of-way and to prevent trespassing thereon, then the said retaining walls as aforesaid, shall be surmounted with a suitable fence, or railing, but whenever said retaining walls are not used at all the right-of-way of said company shall be fenced in or otherwise properly enclosed in compliance with the present ordinances of the City of Chicago relating to the fencing of railroad tracks.

It being understood and agreed that said company may and is hereby authorized to construct said embankments the full width of its right-of-way and to construct and operate thereon not to exceed four tracks, and to carry such tracks over all intervening streets, avenues or alleys in the same manner as is herein provided; provided, however, that this permission and authority herein and hereby conferred shall in no event be taken to give any license or right to the said railroad company, its successors, lessees or assigns to cross at any future time any street either at grade or upon elevation over any greater part of said street than the width at said street at the time of the passing of this ordinance of the right-of-way and premises of the said railroad company.

Section 3. The said elevated tracks shall be carried across all intersecting streets, avenues and alleys which by the terms of this ordinance are to be provided with subways, on suitable bridges of one, two, three or four spans, whose superstructure shall consist of iron or steel girders with iron or steel main

floor or ordinary track stringers, but should the latter method be adopted some suitable device shall be provided to prevent storm-water, dirt, oil and other substances from dropping from such elevated structure upon the subways beneath. The said bridges shall be supported on abutments of concrete, stone or brick masonry, or on rows of iron or steel columns, braced together laterally and erected on and anchored to masonry foundations constructed within the line of the railroad right-of-way and in the center and curb lines of the intersecting avenues and streets, or as provided in the schedule of subways herein contained; provided, however, that in all cases where subways shall be built under the elevated tracks of the said railroad company, its successors, lessees or assigns, the walls of the abutments of the said subways shall in no event extend beyond the respective lot lines of the streets crossed.

SECTION 4. Paragraph 1. Subways shall be constructed beneath the proposed elevated roadbed and tracks where the right-of-way of said company is intersected and crossed by Irving Park boulevard, West Berteau avenue, North Forty-seventh avenue, North Forty-eighth avenue, Milwaukee avenue, West Cullom and North Fifty-second avenues, and Montrose avenue and North Fifty-third avenue.

SECTION 4. Paragraph 2. The Chicago Terminal Transfer Railroad Company shall construct all that portion and west approach of the subway in Irving Park boulevard lying west of the west line of the Chicago, Milwaukee and St. Paul Railway Company's right-of-way.

SECTION 4a. The several subways hereinbefore referred to in Section 4 of this ordinance, which shall be constructed with the elevation upon which such tracks are to be placed, shall as to their size and dimensions, location and other details, be in accordance with the following schedule:

Subway in Irving Park boulevard, under the Chicago Terminal Transfer Railroad. (Boulevard, 100 Feet Wide).

The depression of the street shall be sufficient to make the elevation of the floor of the subway not less than 26.9 feet above city datum. This level shall extend ten feet beyond the west portal of subway. From this level the west approach shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into Clover street, as it shall be changed.

Width between walls of subway, 100 feet.

Width of roadway, 56 feet in subway.

Width of sidewalks, 22 feet each in subway.

Width of roadway and sidewalks outside of right-of-way lines and in Clover street shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.5 feet.

Subway in West Berteau Avenue, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.2 feet below the present surface of street, making the elevation of the floor of the subway not less than 28.8 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street.

Width between walls of subway, 66 feet.

Width of roadway, 44 feet in subway.

Width of sidewalks, 12 feet each in subway.

Width of roadway and sidewalks outside of right-of-way lines shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Provided, however, that the said Chicago Terminal Transfer Railroad Company shall not be required to construct any part of the subway or to provide any opening whatever of this street across or through its proposed elevated embankment or structure as required by the terms of this ordinance, until such time as the land necessary for a street sixty-six (66) feet in width in said West Berteau Avenue shall have been properly dedicated or condemned for public street purposes and a subway shall be constructed in said street under the roadbed and tracks of the Chicago, Milwaukee and St. Paul Railway Company.

Subway in North Forty-seventh Avenue, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 2.6 feet below the present surface of street, making the elevation of the floor of the subway not less than 29.2 feet above city datum. This level shall extend to the right-of-way lines of said railroad on each side thereof. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into the alley on the west.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of right-of-way lines shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in North Forty-eighth Avenue, under the Chicago Terminal Transfer Railroad. (Street, 100 Feet Wide).

The depression of the street shall not exceed 2.28 feet below the present surface of street, making the elevation of the floor of the subway not less than 30.25 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approach into West Cullom avenue.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway and in West Cullom avenue shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in Milwaukee Avenue, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.4 feet below the present surface of street, making the elevation of the floor of the subway not less than 33.5 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into West Cullom avenue.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway and in West Cullom avenue shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 13.0 feet.

Subway in North Fifty-second and Cullom Avenues, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 4.2 feet below the present surface of the street, making the elevation of the floor of the subway not less than 34.5 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of streets, including the approaches into West Cullom and North Fifty-second avenues.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

Subway in North Fifty-third and Montrose Avenues, under the Chicago Terminal Transfer Railroad. (Street, 66 Feet Wide).

The depression of the street shall not exceed 3.4 feet below the present surface of the street, making the elevation of the floor of the subway not less than 34.5 feet above city datum. This level shall extend ten feet beyond each portal of subway. From this level the approaches shall extend on a grade of not to exceed 3.5 feet in 100 feet to a connection with the present surface of street, including the approaches into North Fifty-third and Montrose Avenues.

Width between walls of subway, 66 feet.

Width of roadway, 46 feet in subway.

Width of sidewalks, 10 feet each in subway.

Width of roadway and sidewalks outside of subway shall be the same as they now exist.

The depression of sidewalks shall be uniform with the roadway and about one foot above the level of the same. Two lines of posts may be placed in curb lines

and inside thereof and one line of posts in the center of the roadway to support girders.

Clear head-room, 12.0 feet.

SECTION 4b. The grade of all the streets that intersect the approaches to subways described in Section 4 of this ordinance shall be depressed so as to conform to the grade of the approaches into such subways.

SECTION 4c. In the several subways mentioned in this ordinance there shall be constructed a vertical curve where the head of approaches connects with the present grade of street and said vertical curve shall extend not less than twenty feet each side of said intersection of grades and the middle ordinate of the vertical curve shall be equal to one-half of the difference between the elevation of the points on said intersecting grades.

SECTION 5. All such excavations shall be made in the streets as may be required for the depression of such subways and the approaches thereto. But the depressed portion of the streets shall be restored to serviceable condition for the use of the public as soon as practicable, and all water pipes, conduits, sewers and other substructures belonging to the city that may be disturbed by such excavations or required to be moved or deflected from the position in which they are found shall be replaced or suitable expedients and arrangements shall be devised and provided to restore them as fully as may be to their former state of usefulness, but the gradients of the sewers shall not be reduced in any event. All such work shall be done by the railroad company as indicated in Section 4a at its sole expense and under the immediate supervision and to the satisfaction of the Commissioner of Public Works of the City of Chicago. And if in the construction of any of said subways or approaches it shall become necessary to disturb, remove or destroy any pipes, conduits, wires or other property lying and being in the said streets or any of them, belonging to any private corporation or individual, all of the cost and expense thereof and all damages thereto shall be borne and assumed by the Chicago Terminal Transfer Railroad Company.

SECTION 6. The grade of all the streets and alleys in which any subways are to be built in accordance with the provisions of this ordinance, or where streets shall be depressed, in accordance with the provisions of this ordinance, along the line of the several subways shall be and the same are hereby changed so as to conform to the grades of such subways as they shall be depressed and constructed pursuant to the provisions of this ordinance.

SECTION 7. Provision shall be made for the drainage of the several depressed subways provided for in this ordinance by the construction of receiving basins properly located in or immediately adjacent to said subways, which said receiving basins shall be connected with and discharge their contents into the adjacent city sewers. In case the lowest point of the surface of any of said subways shall be below the grade of the adjacent sewer some other adequate means of drainage satisfactory to the Commissioner of Public Works must be devised and provided by said railroad company at its own expense.

SECTION 8. Paragraph 1. The subways and the approaches thereto so to be constructed by said companies in said streets and avenues aforesaid, shall all conform to the following structural requirements in this section mentioned, namely: The roadways shall be paved with a single course of vitrified brick of standard quality, laid at right angles with the curb lines and set upon a solid foundation of hydraulic cement concrete of not less than six inches thick or deep when solidly tamped in place and otherwise finished and properly crowned ready

for the brick wearing surface between which and the concrete there shall be interposed a layer of screened sand not less than one-half inch thick. The curb shall be of sound, hard limestone or concrete masonry of standard dimensions and finish and the sidewalks shall be finished and paved with Portland cement concrete of standard quality and workmanship and with the curbing and roadway paving shall be made, finished and put in permanent place in accordance with the requirements of the Department of Public Works of the City of Chicago.

The approaches to subways shall be excavated to the grades established by this ordinance and shall be in all other respects restored as near as may be to their condition before being so excavated. The paving and sidewalks in subways where streets or avenues are not depressed shall be the same as in the adjoining parts of such streets or avenues if such paving and sidewalks exist at the time of construction of said subways, if not, whenever such paving and sidewalks shall be provided.

The Chicago Terminal Transfer Railroad Company shall execute a good and sufficient bond in the amount of twenty-five thousand ($25,000) dollars, conditioned that said railroad company shall furnish and use such material and workmanship in the construction of the improvements heretofore specified as to insure the same to be free from all defects and to remain in continuous good order and condition, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same; and as a guarantee of the faithful performance of the work, the quality of the material furnished and the proper construction of said improvement, said railroad company hereby agrees to keep and maintain said improvement without additional charge or cost to the City of Chicago, in such order and condition as will be satisfactory to the Commissioner of Public Works, ordinary wear excepted, for a period of ten (10) years from and after the completion and acceptance of the same, which keeping and maintaining shall include repairs or the entire reconstruction of the same the necessity for which may be occasioned by or through the use of faulty or inferior material or workmanship; provided, however, said railroad company shall not be required to keep or maintain any part of said improvement under this guarantee which after its completion and acceptance shall have been removed for the purpose of laying or repairing any gas, sewer, water or other pipe or conduit in accordance with a permit granted by the City of Chicago, or to maintain or to renew any part of said improvement that may have been damaged in any manner by any work which shall have been done in accordance with or under the authority of a permit granted by the City of Chicago. If said railroad company shall fail, neglect or refuse to repair, keep and maintain the said work in accordance with this paragraph within thirty (30) days after notice so to do from the Commissioner of Public Works, the Commissioner of Public Works may proceed to do or cause to have done the work necessary to comply with the same and collect the cost and expense thereof from said railroad company mentioned in this ordinance.

Paragraph 2. As to the streets in this section mentioned which are already paved or provided with sidewalks, such paving and sidewalks shall be restored with the present material when the same is in good condition by said railroad company at its expense, in such portions of said streets as are required to be constructed by said company, except that said company shall not be required to restore any part of the paving of approaches or subways which it is the duty of any street railway company or other

corporation itself to restore under existing laws or ordinances.

Paragraph 3. Said railroad company shall pave the entire length and width of the roadway in such portions of the subways as are required to be constructed by said railroad company, as is mentioned in this ordinance, except that said company shall not be required to pave or depress any part of the subways to be occupied by or adjacent to street railway tracks which by reason of existing laws or ordinances it will be the duty of any street railway company or other corporation itself to pave.

Paragraph 4. Any street railway company occupying any of the streets in the City of Chicago crossed by such elevation shall when and as the grade of such street shall be changed as in this ordinance provided, at its own expense without claim for damages depress and conform the grade of its track or tracks to the said change of grade of said streets both during and after depressing said streets, and nothing in this ordinance shall operate to be held to relieve such street railway companies from any liability now existing of paving such street between or on either side of its tracks in the manner and form as now required or of making the necessary depressions as hereinbefore provided.

Paragraph 5. Nothing in this ordinance contained shall be so construed as to require the said railroad company to assume or pay any incidental or consequential damages to adjacent property or business caused by the passage and enforcement of this ordinance, or by the excavation or depression, change of grade or location made in any of the public avenues, streets or alleys, or of the railway of said company, or to defend any suit or suits which may be brought against the said railroad company or against the City of Chicago, or against any other party or parties for the recovery of any such damages; but it is understood and the City of Chicago hereby agrees that all such damages if there are any, shall be adjusted and paid by the City of Chicago and the said city will assume the defense of any and all suits brought for the recovery of the same intervening therein if necessary for such purposes and will wholly relieve said railroad company from defending the same and will assume and pay all judgments recovered therein; provided, however, that said company shall be liable for such damages as may arise from the negligent performance by said company of any of the obligations imposed upon it by this ordinance. The above stipulations in this paragraph are, however, upon the condition precedent that in case any suit be brought against said company, said company will before the last day to plead therein give notice in writing to the Mayor and Corporation Counsel of said city for the purpose of enabling such defense to be made by the City.

Paragraph 6. Said railroad company and any contractor employed by it or them in the execution of the work herein required to be done shall have the right in the performance of any work done in carrying out the provisions of this ordinance, to take water from the public water system of said city and to use the same in such work free of all charge or expense.

Section 9. All the work hereinbefore in this ordinance required to be done by said company upon or in connection with the public avenues and streets of the city shall be done and performed under the superintendence and subject to the inspection and approval of the Commissioner of Public Works of said city. At least ten (10) days prior to the commencement of any part of such work the plans and specifications therefor shall be submitted to said Commissioner of Public Works for his examination and if found to be in accordance with the provisions of this

ordinance, in so far as this ordinance contains specific provisions, and in the absence of such specific provisions if they shall be satisfactory to the Commissioner of Public Works in regard to the matters and details which by this ordinance are left to his discretion and judgment, such plans shall be approved by him and after such approval all of the work outlined and included therein shall be constructed in strict conformity therewith.

SECTION 10. Permission and authority are hereby given to said company whenever the same shall be necessary in the prosecution of the work which is herein authorized or required to be performed, to obstruct temporarily any public street, avenue or alley to such extent and for such length of time as may be approved by the Commissioner of Public Works; and said company is hereby authorized whenever the same shall become necessary to erect and maintain temporary structures and false work in any of said streets and avenues during the construction of its said elevated railroad tracks subject to the like approval of the Commissioner of Public Works.

SECTION 11. When said railroad company in Section 1 of this ordinance mentioned shall have elevated its tracks in accordance with this ordinance so that the same shall be ready for use, then and thereupon all provisions of the ordinances of the City of Chicago relating to the speed of railway trains, the length of trains, the number of cars to constitute a train, the ringing of locomotive bells, the use of train or engine lights, the sounding of signals before starting trains, and the maintenance of gates, flagmen, watchmen, signals and signal towers shall cease to be applicable to said railroad where the roadbed and tracks are elevated; provided, however, that this ordinance is not to be construed as a waiver or surrender by the City of Chicago of any of its police powers or of the right at any time hereafter to pass necessary and reasonable police ordinances in relation to the matters last above enumerated. After such elevation it shall be unlawful for any person or persons save employes of said company in the discharge of their duties, to enter or be upon or to walk across or along the roadway and tracks of said company at any place where the same are elevated. If any person shall willfully trespass upon said elevated roadway such person and all others aiding, abetting or assisting therein shall be liable to a fine of not less than five dollars nor more than one hundred dollars for each and every offense. And, provided, further, that nothing herein contained shall relieve the said railroad company, its successors, lessees or assigns, from full compliance with any and all ordinances of the City of Chicago relating to the speed of trains and other incidents of operating railroads wherever the railroad company, its successors, lessees or assigns, shall operate at grade.

SECTION 12. Said railroad company mentioned in this ordinance, its successors, lessees or assigns, shall at least ten (10) days prior to the commencement of any part or parts of said work submit to the Commissioner of Public Works for his approval, complete plans and specifications of said part or parts of said proposed work for the purpose of ascertaining whether the same are in strict compliance with the provisions of this ordinance, and after approval of such plans and specifications by the Commissioner of Public Works, all of said work shall be constructed in strict accordance therewith and to the entire satisfaction of the Commissioner of Public Works and not otherwise, except as herein otherwise provided.

SECTION 13. The railroad company mentioned in Section 1 of this ordinance and which is required to elevate its tracks, its successors, lessees, and assigns, shall commence the work of such elevation on or before the first day of May, 1907, provided this ordinance shall have

been accepted by said railroad company hereby required to elevate its tracks; and after such work has been commenced the same shall be prosecuted continuously with all practicable diligence and shall be fully and finally completed on or before the thirty-first day of December, 1910, unless prevented by strikes or riots or restrained by injunction or other order or process of a court of competent jurisdiction. The time during which said railroad company shall be prevented as aforesaid, shall be added to the time hereby limited for the completion of said work, provided said railroad company give notice to the Corporation Counsel of the City of Chicago of the institution of said legal proceedings. The City of Chicago shall thereupon have the right to intervene in any suit or proceedings brought by any person or persons seeking to enjoin or restrain or in any manner interfere with the prosecution of said work and move for a dissolution of such injunction or restraining order or for any other proper order in such suit. And it is further distinctly understood and agreed that if said railroad company shall be delayed in the prosecution of said work required to be done under the provisions of this ordinance, by reason of the obstruction of pipes, conduits, wires or other property of private corporations or individuals as mentioned in Section 5 of this ordinance, or by reason of any delay on the part of the City of Chicago or any of its officers in performing the duties imposed upon the City and its officers by this ordinance in respect to the work herein required to be done by said railroad company, then and in that case the time which said railroad company is delayed shall be added to the time specified for the completion of said work during which said company is required by the terms of this ordinance to complete said work.

SECTION 13½. The Chicago Terminal Transfer Railroad Company shall within sixty (60) days after the passage and approval of this ordinance procure and dedicate for the purpose of a public street, the easterly twenty-six (26) feet of Lots one (1) and seventeen (17) in Block fifty-nine (59), and also the easterly twenty-six (26) feet of Lots one (1) and twenty-one (21), in Block sixty (60) in Lombard's Addition to Montrose, being a Subdivision of that part of the southwest (S. W. ¼) quarter of the southwest (S. W. ¼) quarter of Section 15, Township 40, North, Range thirteen (13), east of the Third (3d) Principal Meridian, which lies west of the Chicago, Milwaukee and St. Paul Railway; and in lieu thereof the City of Chicago agrees to vacate the easterly twenty-six (26) feet of Clover street lying between the north line of West Belle Plaine avenue and the north line of Irving Park boulevard.

SECTION 14. This ordinance shall take effect from and after its passage, approval and publication; provided, however, this ordinance shall be null and void unless said Chicago Terminal Transfer Railroad Company shall through its authorized officers file with the City Clerk of the City of Chicago within thirty (30) days from the passage and approval by the Mayor of this ordinance, an agreement or agreements duly executed, whereby said railroad company shall undertake to do and perform all the matters and things required of it by this ordinance. After the filing of said agreement by said company and not before, this ordinance shall not be materially modified or amended without the consent of said company, unless said company shall be in default in the performance of the several matters and things required by this ordinance and undertaken to be done by such agreement. But nothing in this ordinance contained shall be deemed a waiver or surrender of the police power of the city or to deprive the city of the right to properly exercise such power.

SECTION 15. Upon the passage and approval of this ordinance, and the ac-

ceptance of the same by the duly authorized officers of the Chicago Terminal Transfer Railroad Company, or its Receivers, and the said acceptance shall be filed with the City Clerk of the City of Chicago, then and in that event the ordinance passed by the City Council July 16, 1900, published on pages 1035 to 1044 inclusive, of the Official Records of the Council Proceedings of the City of Chicago be and the same is hereby repealed.

The Clerk, on motion of Ald. Kohout, presented the report of the Committee on Track Elevation, on an ordinance amending an ordinance of July 7, 1902, for the elevation of the roadbed and tracks of the Chicago, Burlington and Quincy Railroad Company and of certain other railroad companies in the City of Chicago, deferred and published January 21, 1907, page 2748, and deferred March 4, 1907, page 3404.

Ald. Kohout moved to concur in the report and pass the ordinance therewith.

After debate, Ald. Scully moved to postpone further consideration of the report for one week.

The motion to defer prevailed.

The Clerk, on motion of Ald. Conlon, presented the report of the Committee on Compensation on an ordinance in favor of the National Couch Company to lay down, maintain and operate a galvanized tin pipe across alley in rear of 368 Carroll avenue, deferred and published March 18, 1907, page 3561.

Ald. Conlon moved to concur in the report and pass the ordinance therewith.

The motion prevailed, and the ordinance was passed by yeas and nays as follows:

Yeas—Kenna, Coughlin, Harding, Dixon. Foreman, Pringle, Dailey, Richert, Martin, McCormick, Young, McCoid, Bennett, Moynihan, Derpa, Harris, Fick, Scully, Hurt, Cullerton, Hoffman, Zimmer, Uhlir, Riley, Harkin, Maypole, Smith, Beilfuss, Schermann, Sitts, Dever, Brennan, Conlon, Powers, Bowler, Stewart, Finn, Reese, Foell, Sullivan, Dougherty, Werno, Jacobs, Hahne, Krumholz, Dunn, Williston, Lipps, Reinberg, Blase, Larson, Herlihy, Wendling, Golombiewski, Burns, Bradley, O'Connell, Roberts, Fisher, Badenoch, Hunt, Bihl, Kohout, Nolan, Race—65.

Nays—None.

The following is the ordinance as passed:

Be it ordained by the City Council of the City of Chicago:

SECTION 1. That permission and authority be and the same are hereby granted to the National Couch Company, its successors and assigns, to lay down, maintain and operate a ten-inch galvanized tin pipe across alley in rear of premises at 368 Carroll avenue. The location of said pipe and the construction of same shall be under the direction and supervision and to the satisfaction of the Commissioner of Public Works.

SECTION 2. The permission and authority herein given shall cease and determine ten (10) years from and after the passage of this ordinance, or at any time prior thereto at the discretion of the Mayor.

SECTION 3. At the expiration of the term herein granted the pipe herein authorized shall be removed by the grantee, its successors or assigns, unless this ordinance shall be renewed, and if so removed, said alley shall be restored to its proper condition, to the satisfaction of the Commissioner of Public Works, so that the portion of said alley where said pipe had been located shall be put in the same condition and safe for public travel as the remaining portion of said alley in the same block, at the sole expense of the grantee herein, and without cost or expense of any kind whatsoever to the City of Chicago. Said grantee shall do no permanent injury to said alley, or in any manner interfere with any pipe, cable, wire or conduit therein, and shall not open or encumber